

WFC Flyer



Landing, Williamson Sodus Airport, Runway 10 (Chris Houston)

Important Dates:

General Meeting
June 11, 2020
Via email

Board Meeting
July 2, 2020
WFC Clubhouse

General Meeting
July 8, 2020
Location TBD

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Williamson Flying Club Newsletter

June 2020

From the President's Desk by Randy Christian

Hello to my fellow WFC members and extended family! At first, I was not sure what direction I wanted to take my *From the President's Desk* column this month. Then it hit me; I have to tell you all how sad I feel this month. The timing might seem odd as this "lockdown" is coming to an end. One might think I would be happy, and for that, I guess I am.

My sadness comes from the decision that we had to make to cancel the breakfast for the first time in the history of the club. Even with all the long hours needed to pull it off, I have to admit that it gives me great joy to see it all happen, to see our guests enjoying the airport, and to see the members step up and do their part. To me, it is the true definition of what a club is all about.

This leads me in a much better direction: the club's future. We all know that,

at least for the short term, things will be different. It will just be a new challenge that the membership will take on with vigor as we navigate new ways to keep the club strong, our pilots safe, and the airport as beautiful as ever. There will be new ideas floated by the membership and vetted by the Board as we move down this unfamiliar road.



A perfect example of this was Brad Roehrig's idea for a socially distanced flyout picnic during these uncertain times. Chris Houston from the Activities

Committee put some structure around the idea and approached the Board of Directors with it. As a club, we vetted this out and it is going to happen. It won't be our normal flyout but it's a start in bringing the membership back to familiar territory (see the back page for more details about this activity).

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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:	Randy Christian	Director, 2018:	Dick Swingly
Vice President:	Brad Roehrig	Director, 2019:	Paula Sippel
Treasurer:	Bob Herloski	Director, 2020:	Lesly Jean-Louis
Secretary:	Bob Clark		

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

“...a great big thank you, one and all, for your patience, understanding, flexibility, and support. This is what makes the WFC so special for all of us.”

Aviation Quote

Learning to fly is one of humankind's most inspiring achievements. When you learn to fly it changes who you are and how you think of yourself forever.

- John King
King Schools

From the President's Desk by Randy Christian

(Continued from page 1)

At our most recent Board of Directors meeting, we continued working toward moving the club forward. Starting on July 2nd, the Board of Directors will resume face-to-face meetings. We also committed to developing a plan for the July member meeting to allow meetings at the airport again. With appropriate precautions, they will look different than our past meetings. e'll provide details as they become available. Finally, it is time for the club to grow again. We will return to accepting

membership applications in July.

I will close by saying a great big thank you, one and all, for your patience, understanding, flexibility, and support. This is what makes the WFC so special for all of us.

Take care and I hope to see all of you soon.

Randy Christian
President, Williamson Flying Club.

Flight Training Updates by Mike Bjerga

Good news! We are returning to flight training. This return comes with some modifications, including an SOP that has already been distributed to the membership.

Because of the number of people that need time with a CFI, we will prioritize training in this order:

1. CFI Refresher
2. Pilot Currency
3. Student Phase 3
4. Student Phase 2
5. Student Phase 1

For training, CFIs Brad Salatino and Mike Cruz will be helping out with Pilot Currency and Club Checkouts. Dan Adams and myself will be working on Currency and Pilot Training.

All scheduling for training will be done by the WFC CFI. I have a pretty good list of Currency Requirements for Club Members. You will be contacted by a WFC CFI to schedule training. If you haven't already, please send an email

to “myavailability@williamsonflyingclub.com” to let me know your training availability.

Preflight Briefings and Ground School will be conducted online or by phone when possible, typically the day before the flight.

The ground portion of Flight Reviews will be conducted online. Please let me know if you have downloaded the free Microsoft Teams app on a PC, tablet or smartphone and I will send you an invitation.

In the past, I have had an issue with too many students and not enough time in the day. By prioritizing training, and having the CFI manage scheduling, this should ensure that once you are in the training stream, we can keep you there until you are done.

Check out the new [WFC website](#) where I have added more airplane info to include cockpit pictures, weight and bal-

(Continued on page 3)

Member Profile: Lesly Jean-Louis by Chris Houston



Member: Lesly Jean-Louis
 Ratings: PP-SEL
 Flight Hours: ~ 275
 WFC Roles: Director on the WFC Board
 Joined WFC: 2017
 Aircraft: PA-32-301T Turbo Saratoga

Introducing Lesly Jean-Louis, the Williamson Flying Club's newest Director and enthusiastic Beast Master In-Training.

For those of our members native to Wayne County, the Williamson Flying Club and KSDC (or 3G7 for those without a current chart) were backyard entities for much of their lives, a simple drive up the road. Lesly's path to the WFC was much less direct than that and traces its start to a question put to a 17 year old Haitian boy nearing completion of his Baccalauréat (roughly similar to a High School diploma in the US). When asked what he wanted to do with his life, teenaged Lesly responded, "Doctor or pilot." Part of the allure of being a pilot was

understanding the invisible forces that keep airplanes aloft. Lesly pondered his options as he prepared to attend college in Haiti.

Those plans changed when his older brother, who had previously emigrated to the US, secured permanent residency status for their mother here. Lesly's plans to attend college in Haiti dissolved because, as a 17 year old, he could not remain in Haiti on his own. Permanent US residency status was automatically extended to him and he found himself on US soil and needing to navigate higher education in a completely new culture.

Eventually, engineering captured his interest. Lesly earned a Bachelor's degree in Electrical Engineering from the New Jersey Institute of Technology, the former Newark College of Engineering (Lesly was exposed to the concept of "rebranding" early in life). Like many NJIT graduates, Lesly found himself at the prestigious Bell Laboratories. After the facility rebranded itself as Lucent Technologies, the company supported Lesly's pursuit of a Masters degree in Computer Science from the Stevens Institute of Technology in Hoboken, NJ.

As is the case for many of us, being in possession of a real job makes the pursuit of other passions possible. It was time for Lesly to explore his fascination with aircraft and flying.

Many of us have that friend who gave us our first push toward the

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Flight Training by M. Bjerga

(Continued from page 2)

ance, E6B, links to manuals, etc.

I am adding more content and videos to my [YouTube Channel](#) to augment training moving forward as we will transition to having a stronger online training environment.

Thank you and STAY healthy!



Lesly's "Beast", a 1980 Piper Turbo Saratoga



Lesly's PA-32-301T at KSDC



Lesly and the author at KFZY, August 2018

Member Spotlight: Lesly Jean-Louis by Chris Houston

(Continued from page 3)

left seat and fittingly deserves the credit (or blame) for our pursuit of aviation. For Lesly, that person was Rich Grabowski, a former classmate who was taking flying lessons and successfully ignited Lesly's enthusiasm.

The difference between a passion and a passing interest is that passions are not easily quenched. In 1993, Lesly began training at the Essex County Airport (KCDW) in Caldwell, NJ. He discovered that the instructor was not a good fit for him, realizing that he was going through the training motions without actually progressing. With a young family and limited finances, he walked away from flight training for a time.

Despite these challenges, Lesly's passion to fly was not easily extinguished. As Lesly says about flying, "You must love it. It is not cheap." He earned his Private Pilot certificate in 1998, flying with CFI Mike Argentieri of Argen Aviation in Morristown, NJ (KMMU). He also established an early preference for low wing aircraft by training in Argentieri's Cherokee 140.

An additional roadblock to pilothood arose in 1998 when strong winds on his check ride contributed to a less circular than desired turn-around-a-point maneuver. The check ride examiner presented him with a pink slip instead of the desired temporary airman certificate. A lesser man would have been discouraged by this, but Lesly took the event for what it

was, a learning experience. He got right back on the horse (do horses have left seats?) to earn his certificate. "The fact that you make a mistake does not mean you're stupid," Lesly reflects. "You learn from the mistake."

After certification, he joined the Blue Sky Flying Club at the Solberg Airport (N51) and flew a Piper Warrior II for several years.

Martha's Vineyard (KMVY) is one of his favorite places to fly, but those flights have not always been without their challenges. Just a week after earning his Private Pilot certificate, while at the controls of a Blue Sky Warrior II, a knob fell off the radio when he tried to switch frequencies. He was left with a transmitter stuck between frequencies. "I couldn't talk to anybody!" He made an unplanned diversion to Groton, CT (KGON), circled nearby, and landed to the steady green prompt of a light gun signal from Groton Tower. With a new set screw installed, he was able to continue on his way. Reflecting on his handling of the problem, he notes, "Do not let the airplane fly you!"

In 1999, another trip to Martha's Vineyard nearly led to a buzzing of then-President Bill Clinton's vacation residence while on final approach to the assigned runway. Realizing their mistake, ATC urgently offered Lesly a different runway. Considering that this was the era before VIP TFRs, it was a no harm, no foul situation.

On yet another excursion to Martha's Vineyard, he inadvertently entered IMC and became disoriented. Seeing his airspeed needle swinging toward V_{NE} , he went on instruments, regained control of the aircraft, and descended back into VMC. "Always check airspeed," he summarizes wisely.

On June 13, 2016, Lesly found himself in Rochester, NY interviewing at Harris Corp (now L3Harris). He describes walking into the interview completely indifferent to the job, an attitude brought on by the local climate. It was so cold in Rochester on that June day that his initial thought about moving here was, "No way".

Lack of nervousness is a side effect of indifference and, as a result, Lesly had a fantastic interview at Harris. He brought his expertise in wireless networking to Rochester in July of 2016.

But where to fly?

He specifically sought a club with low wing aircraft and affordable rates. He did some flying out of Greater Rochester International Airport, but never quite felt at home with the club there. Then he learned about the WFC. His first contact with the club was with Treasurer Bob Herloski, who took his application. Lesly formally joined the club in the fall of 2017.

Lesly is a proud member of our club. He describes it as "heaven on Earth", citing the friendly mem-

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Member Spotlight: Lesly Jean-Louis by Chris Houston

(Continued from page 4)

bers, the well-maintained club aircraft, and the excellent facility. Compared to the cost of flying in the New York City metropolitan area, the WFC is “cheap, cheap, cheap!” The WFC aircraft owners, “Don’t have their noses up to the ceiling.” Most importantly, he feels welcome at the WFC and notes the diversity of our membership. “Black, white, young, old, men, women. I would recommend this club to anybody. This is the club for me.” Lesly’s comments reflect well on WFC members and leadership for creating of a place where all feel welcome.

In February, Lesly joined the WFC Board as a Director. “It is an honor to be a Director at this club,” he says, emphasizing how welcome he feels at the WFC. He brings prior experience to this role from eighteen years as a volunteer fireman with the Readington, NJ Volunteer Fire Department, where he served part of that time as Vice President and also as a Director on the organization’s board.

In addition to his new adventure in WFC leadership, Lesly is a Beast Master In-Training. In November 2018, he purchased a 1980 Piper Turbo Saratoga (PA-32-301T), essentially a Cherokee 6 with a tapered wing and a 300 horsepower engine. Lesly is the first to admit that this it is a lot of airplane. “What did I get myself into?” he questioned when he first laid eyes on it after Mike Bjerga flew the aircraft back to KSDC from its previous home in Texas. “Mike is my

hero,” Lesly adds as commentary on all of the assistance that Mike provided throughout the purchase process. Lesly is working with Mike to earn his high performance endorsement. Progress has been slow owing to unfavorable weather and a need to overhaul the powerful Lycoming TIO-540 lurking under the Saratoga’s prodigious snout.

“At 90 knots, the runway comes very fast,” Lesly says. “I’m getting used to it now and I love it.” His enthusiasm about the Saratoga is infectious and it is hard not to smile while listening to him talk about it.

Outside of L3Harris and the spacious cockpit of the Saratoga, Lesly is proud father of two daughters. Shirlyn is a Cornell educated engineer with a Masters in Aeronautical Engineering from USC who works at Northrup Grumman on the west coast. Natalie has an MBA from Rutgers and works for the state of New Jersey. She loves flying and started lessons, but much like her father, had to put those aside with the demands of family. If the aviation bug can be passed on genetically, perhaps she inherited Lesly’s persistence, too.

Both daughters are married with children, making Lesly a grandfather five times over. It would seem that visiting his children and grandchildren was a motivator behind the purchase of his capable cross country machine.

“I have the power,” he says with a grin.

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

WFC in the News: Founders’ Flight



Harold Ensman reacts to the WFC fly-over
(Photo courtesy of Joyce Ensman Bliet)

In celebration of WFC co-founder Harold Ensman’s 95th birthday, the WFC took wing on June 4 to make a celebratory fly-over of Ensman’s home. Not wanting to leave anyone out, the flight of eight aircraft then proceeded over Hill Haven in honor of resident and WFC co-founder, Jake DeGroot. The fly-over was featured on WHAM 13 news ([video link](#)).

Harold Ensman was delighted by

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Treasurer's Corner by Bob Herloski

It's been quite awhile since I've reviewed the month end billing process and the various credit card fees the club pays, so here is a brief refresher:

(1) Month end billing process:

In short, payments made and/or charges incurred very near the end of a month might not show up until the subsequent month's billing. Why?

WFC bills in arrears monthly, thus members receive invoices (and statements if you receive invoices via email) for the previous month's transactions. Because it takes time to generate invoices and process payments, all invoices for any month are generally created the weekend **before** the first Thursday of the following month, which is the day of the monthly Board meeting. For example, the June 2020 Board meeting was Thursday June 4, so May invoices were generated the previous weekend, May 30-31. If the first Thursday of a month is the 1st through the 3rd, the last day of the previous month occurs after the previous weekend, so payments received/charges made during that time might not show up until the following month. If possible, I try to process some information after the weekend, but that can't be guaranteed.

Note that invoices and statements for a particular month are sent out the weekend **after** the first Thursday of the following month.

(2) Credit card and Intuit payment processing fees:

WFC provides many options for members to pay their bills, for maximum club member convenience. Beyond accepting cash and checks, WFC offers electronic payment of invoices via (i) Intuit payments, (ii) the clubhouse credit card reader, and (iii) PayPal. These three options have different fee calculations (and different idiosyncrasies), so the method least costly for the club will vary depending upon amount of the payment. Here are the approximate per payment fees for non-cash/check payments:

i) **Intuit payments:** \$3.00 per payment (was \$1.00

New Hangar Update by Mike Bjerga



Doorframes have been installed



Interior walls are being constructed

a few months ago)

- ii) **Clubhouse credit card reader:** dependent upon credit card type, but approximately 2.5% of the payment, plus about \$0.20 per payment
- iii) **PayPal:** 2.9% + \$0.30 per payment

The "break even" point between option (i) and (ii) is about \$112. Thus, if your payment is less than about \$112, it's better for the club to pay via the clubhouse credit card reader. If it's more than about \$112, it's better for the club to pay via Intuit payments.

WFC in the News: Founders' Flight



Harold Ensman waves to the flight of eight aircraft overhead
(Photo courtesy of Joyce Ensman Bliet)



Jake DeGroot watching from Hill Haven (FOX Rochester)

(Continued from page 5)
the aerial parade of GA airplanes.
Mission accomplished!

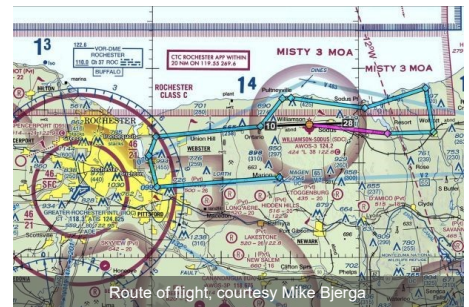
Participants in the fly-over were:

- Bob and Corrinne Robideau in N3862J (C-150)
- Greg Arserio and Dick Swingley in N8051N (PA-28-140)
- Mick McKee in 4598Q (C-152)
- Ed Ciolkowski in N4344P (PA-28-181)
- Brian Norris and Eric Mehserle in N1185X (PA-28-180)
- Steve Murray in N683SD (A36)
- Tom and Alicia Carter in N701DT (PA-28-140)
- Dan Probst and Mike Bjerga in N9855W (PA-28-140)

Thanks to all who participated and particularly to Mike Bjerga for organizing!



WFC participants (Mike Bjerga)



Route of flight, courtesy Mike Bjerga

Trip Report: NYC Flight of Three by Ed Ciolkowski

The unusual circumstances we all find ourselves in due to the pandemic also presents unexpected opportunities. Monitoring some of the flying group discussions on Facebook recently, I noted that a number of General Aviation pilots were having success getting cleared to do landings at some of the larger Class Bravo airports. With the reduction in commercial air traffic, ATC controllers at Washington Dulles were being very accommodating of the local GA pilots in their area, even helping them land on all four of IAD's runways in a single session. A few of the DC area pilots ventured farther north up the east coast, landing at BWI, PHL, and even JFK. And so the seed was planted... I would keep my eyes open for a good time to fly

east and try to log landings at the three Class B airports in metro NYC.

After a couple of planned departures were scrubbed due to borderline weather, the forecast for May 16 looked promising. Low clouds would be lifting in upstate New York in the early afternoon, and mostly clear skies were forecast for New York City. The clouds lingered a little longer than forecast at SDC, but I could see the clearer skies approaching from the west. So at 2:30 pm, I finally departed from an overcast Williamson-Sodus and flew 5 miles west to the edge of the clouds before turning back to the southeast and climbing up to 7500 feet. By the time I got back near SDC, the

clouds were already breaking up and I could spot the airport off my left wing.

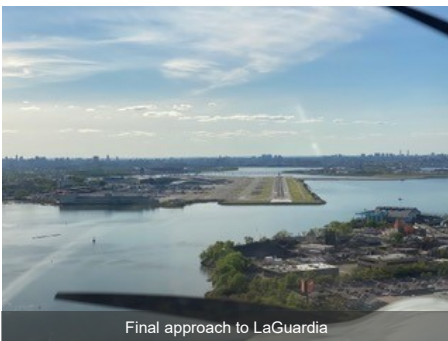
I chose Orange County airport (KMGJ) near Newburgh, NY as a pitstop before venturing into the Bravo. They had reasonably priced fuel, (semi) crosswind runways, and departing from there with full fuel would allow me to easily do the NYC circuit and make it back to SDC without another stop. At Orange County, I was rewarded with my smoothest landing in at least a year. I took the clear skies above the airport to be a good omen for the rest of my flight. After fueling and stretching my legs, I was ready to begin the next part of my adventure.

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Trip Report: NYC Flight of Three by Ed Ciolkowski

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After climbing out of Orange County and stabilizing at 3000 ft, I contacted New York Approach and requested a touch and go at LaGuardia. The controller said that I'd have to put that request to the next controller, but gladly gave me vectors to the southeast to set me up for the current runway. After being handed off, I made my request again, and was pleased to hear "Sure! Turn to heading 180." A few minutes later I was instructed to turn to 220, make a right base entry to final for runway 31 and contact tower who cleared me for the option. The views on approach were fantastic, bringing me right past Flushing Meadows (US Open Tennis) and CitiField (NY Mets Baseball).



Final approach to LaGuardia

After an acceptable landing, the tower controller asked where I was heading next. I asked to do a touch and go at JFK and she said I'd need to ask the approach controller after hand-off and instructed me to turn left to 180. Immediately after beginning my turn she revised her instruction to now turn right to 360 and contact approach. While the rapid change of instructions made for an interesting

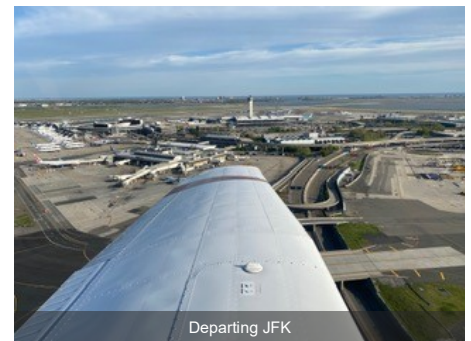
squiggle on my flight track, the new heading gave me a fantastic view of Yankee Stadium with the George Washington Bridge in the background.



Yankee Stadium and GWB in the background

After switching to approach, I again made my request for a touch and go at JFK. The controller gave me a new heading and told me that he didn't think JFK was allowing touch and gos, but that he'd call over to the tower and check. As the controller finished speaking, an anonymous pilot offered "Now there's a request I never thought I'd hear. These are strange times...". After a few minutes, the approach controller came back saying that JFK was, indeed, not allowing touch and gos, but that I could land and taxi back. I accepted that along with the vectors southward at 2000 ft. As I switched over to Kennedy Approach, I received instructions to turn right to 290, expect runway 31R, and to begin my descent when I intercepted the ILS for 31R. I politely let the approach controller know that I was a VFR pilot on a VFR approach, to which he replied "Yeah, I know, I just wanted to make sure you got your money's worth!" A few minutes later, I was cleared to begin a descent and switched over to JFK tower. I had

an uneventful landing on 31R and the tower had me exit the runway at Delta, turn left on Bravo, hold short at the intersection with Delta Bravo, and then to just stay on frequency and wait for them to get back to me. I waited for a few minutes while the tower gave instructions to the GA plane right in front of me at the intersection and then gave them clearance for departure. When tower got back to me to ask what I wanted to do next, I told them I wanted to head over to Newark for a touch and go. They told me to fly a 270 heading on departure, gave me my departure frequency, told me to hold short of 31R at Delta Bravo and let them know when I was ready for departure. I took a few minutes to get myself oriented with the headings and snap a few pictures, and then let tower know I was ready to



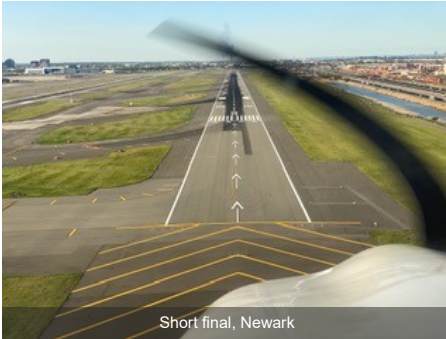
Departing JFK

go. I was immediately cleared for take-off and made my way west. It was a strange realization that the GA plane that arrived and departed before me was the only other airplane I saw moving or heard communicating with the tower the entire time I was on approach, on the ground, and on departure with JFK tower.

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Trip Report: NYC Flight of Three by Ed Ciolkowski

(Continued from page 8)



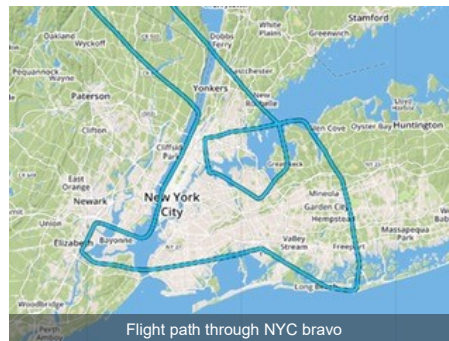
It was a very quick 13 minutes between leaving the ground at JFK and arriving at EWR. After JFK departure switched me to Newark approach, I was immediately instructed to make a right base to runway 4 and cleared for the option. I put my wheels down briefly and then was off again, requesting the Skyline Route northbound along the Hudson and then flight following direct to SDC. Newark tower told me to climb to 1500 ft and head directly for the Statue of Liberty. Approaching Lady Liberty from the west was a new viewpoint for me that afforded some great pictures of the statue with lower Manhattan in the background. The



views of Manhattan as I flew north were stunning, as usual, and were made even better with my plane positioned between the skyscrapers and the evening sun. Just north

of the George Washington Bridge, I was cleared direct on course to Williamson-Sodus, so I climbed to 6500 ft and began the leisurely 110-minute flight home.

All-in-all, managing the Bravo airspace was straightforward given the reduced commercial traffic. Radio chatter was extremely light compared to what WFC members experienced during last year's fly-out to do the Skyline Route. The controllers were a pleasure to work with, and I like to think that they also enjoyed being able to do something a little bit out of the norm. I now have three landings at airports that I honestly never thought I'd have in my logbook, and a set of fantastic flying memories to go along with them.



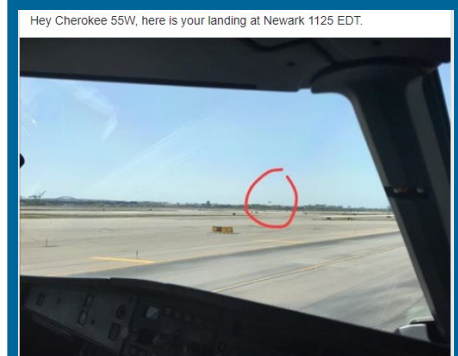
The inspiration I drew from those Facebook pilots was paid forward a few days later when fellow WFC member Zach Wilkie reached out asking if I had any tips, as he was also considering making the trek to NYC and logging the same airports with 55W. Zach completed his mission and even managed to have his landing at EWR captured photographically by an American Airlines first officer waiting on the taxiway (see sidebar). For me, it's

experiences like these that capture the real value of belonging to a flying club. Hearing about other pilots' adventures stimulates the desire for us to create our own. And while it is always fun to fly places with a group of other pilots, sometimes we just need an adventure on our own, especially when Mother Nature makes doing group activities difficult.

A Shout-Out in the Blind

WFC members Zach Wilkie and Aron Zbick made the same trip to LGA, JFK, and EWR in N9855W on May 21.

Eagle-eyed club members spotted this Facebook post made in the blind on the Piper Arrow (PA-28R) & Cherokee (PA-28) Owners, Pilots & Enthusiasts Group:



"Hey Cherokee 55W, here is your landing at Newark 1125 EDT"

The poster apologized for not bringing his telephoto lens to work that day. We thanked him for sharing this great moment with the GA community.

Activities Committee Update by Chris Houston

As described in the [April 2020 newsletter](#), your Activities Committee had brainstormed a number of ideas for fun things to do in 2020. Unfortunately, nature had some other ideas. We remain largely in a holding pattern. In general, many of the locations we planned to visit are still closed. Like us, Penn Yan has cancelled their popular annual 4th of July breakfast. Event calendars show a dearth of events within 200 miles of KSDC. New York destinations are unlikely to open until at least early July. We will continue monitoring the situation and organize trips as we are able.

In the meantime, we have a social distancing compliant fly-out picnic lunch scheduled for Saturday, June 13. The “compliant” part means that there are rules around the activity. Here’s the basic idea:

Grab an airplane, your own camp chair, and a picnic lunch. Fly to the scenic Piseco Airport. Enjoy a socially distanced lunch with your fellow club members.

We’ve floated this idea past the WFC Board of

Upcoming WFC and Local Events

Saturday June 13	WFC Fly-Out to Piseco (K09). Plan to arrive at Noon. Bring your own lunch and camp chairs for a socially-distanced picnic. See details at left.
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Items in **boldface** indicate WFC Activities Committee-sponsored events. Saturday lunches, which normally start in June, are on hold until further notice.

Directors as well as the management at Piseco. Everyone’s on board, but any members signing up for this event must agree to the following (no exceptions, no arguments):

- Before joining, everyone must assess their own health as well as the health of any passengers they are taking
- All WFC BOD-recommended safeguards must be followed, including
 - Disinfection of club aircraft before and after flight
 - Masks and gloves will be worn in club aircraft unless the pilot is solo or flying with household members
- Social distancing recommendations must be followed at both KSDC and Piseco during the picnic:
 - Remain six feet apart
 - Wearing masks if that distance cannot be maintained

Spring has finally sprung in Upstate NY! We hope you can join us. Please contact Chris Houston with any questions.