

WFC Flyer

Dusk at the Williamson-Sodus Airport, 15 July 2020 (Chris Houston)

Important Dates:

General Meeting
August 13, 2020
WFC Maintenance
Hangar

Board Meeting
September 3, 2020
WFC Clubhouse

General Meeting
September 10, 2020
WFC Maintenance
Hangar

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Williamson Flying Club Newsletter

August 2020

From the President's Desk by Randy Christian

Hello everyone!

I have to start by saying that we have had an amazing summer weather-wise and I sure hope that everyone has made the best of it in these trying times, even with the limitations we have to work with.

As a club, we are doing our best to find a balance within the challenges of COVID-19 and what we believe is normal. With all of the efforts put forth I wanted to take a little space to give recognition where it's due. I know that I will probably miss some, please understand it is not intentional. So, in no order of importance here we go:

Mike Bejerga: Mike has done a fantastic job maintaining the airport at a very high level with the help of our volunteers to keep the place looking very nice. Mike has redesigned flight training for the

club utilizing virtual training as well as prioritizing member on-site training. In a very short time, he has brought the backlog back in line. GREAT JOB to Mike and his team of CFIs.

The Activities Committee: As a whole this committee is always looking for new ways to enhance the membership experience. Made even more difficult during these times, Chris Houston and his team found ways to make this happen. Again, GREAT JOB to Chris the team.

The Membership as a whole: As always, I am amazed at how well this club and the airport operate. We are made up of so many different personalities, ages, backgrounds and yet we find ways to thrive and for that I applaud EVERYONE.

New Members: Yes, through everything

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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

Aviation Quote

“Alone?”

Is he alone at whose right side rides Courage, with Skill within the cockpit and Faith upon the left? Does solitude surround the brave when Adventure leads the way and Ambition reads the dials? Is there no company with him for whom the air is cleft by Daring and the darkness is made light by Emprise?

True, the fragile bodies of his fellows do not weigh down his plane; true, the fretful minds of weaker men are lacking from his crowded cabin; but as his airship keeps her course he holds communion with those rarer spirits that inspire to intrepidity and by their sustaining potency give strength to arm, resource to mind, content to soul.

Alone? With what other companions would that man fly to whom the choice were given?”

- Harold M. Anderson

“Lindbergh Flies Alone”
Originally published in
the New York Sun,
May 21, 1927

Prez Desk by Randy Christian

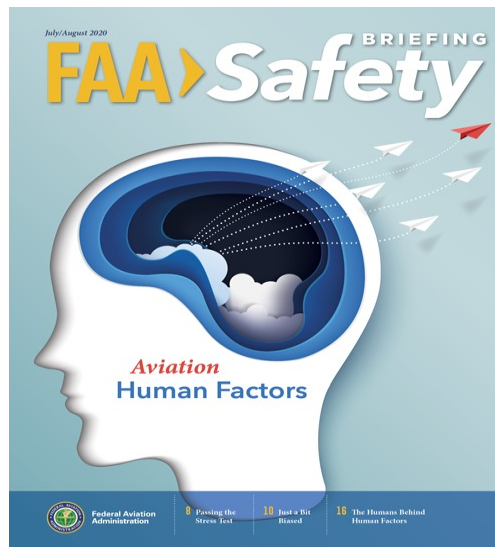
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we have had a large influx of new membership applicants. Good on them and, even more importantly, GREAT on the Williamson Flying Club for making the club so attractive, efficient, and appealing.

In closing I would like to add that I hope everyone continues to enjoy the remainder of the summer. Make the most of what's left in 2020 and look forward to a better 2021.

Blue Skies...

Recommended Reading



The July / August edition of [FAA Safety Briefing](#) focuses on human factors in aviation, including stress, fatigue, decision making, cognitive bias, and more.

New Hangar Update



From the outside, the new hangars are largely complete. Inside, electrical work is being wrapped up prior to final inspection. Photos by Chris Houston.

Welcome, New Members!

The Williamson Flying Club extends a warm welcome to those who joined our ranks in July, 2020!

- Lawrence Kaiser
- Roman Kusmiy
- Eman Safadi
- Ziad Safadi
- Michael Seidenburg
- Erik Stukbauer

Member Spotlight: Greg Arserio by Chris Houston



Member: Greg Arserio
 Ratings: PP-SEL, IFR
 Endorsed: Complex
 Flight Hours: 425
 WFC Roles: Led FAA/NYS DOT
 Projects for 5 yrs
 Joined WFC: 2010

For WFC member Greg Arserio, flying and flight training have been — and continue to be — “an investment in himself.” Aviation brings together Greg’s sense of adventure, his technical interests, and an embracing of American freedoms.

Greg started down the path of being a pilot earlier than many of us. He went aloft on his first GA aircraft ride at age 10 in a Skylane owned by a family friend. While flying over the Lakes region of New Hampshire, the hook was powerfully set. As a kid in Massachusetts, Greg often rode his bike to the [now defunct Tew-Mac Airport](#) in Tewksbury, MA to watch airplanes take-off and land. Coincidentally, he discovered that the airplane he flew during his Private Pilot check ride, the WFC’s own N701DT, had Tew-Mac Aero maintenance entries in her logs.

Did he watch 1DT fly as a kid? Perhaps seeing into the future is a skill that Greg should add to his resume.

Funded by a landscaping summer job, Greg began flight training at age 16 at KLWM (Lawrence, MA). His ultimate plan was to pursue a four year degree in Aeronautics at Embry Riddle as a means of becoming a professional pilot.

Greg’s dreams were shattered by tragedy on 17 January 1991 when family friends were involved in a fatal accident in their Beech Baron while inbound to Lantana, FL en route to the Bahamas. Devastated, Greg’s parents withdrew their support for education toward an aeronautical career and, instead, Greg pursued a B.S. degree in Mechanical Engineering at Clarkson University.

If the tragic 1991 event in Florida diverted Greg from his dream, another Florida event re-ignited his passion 19 years later. In 2010, he took an hour of helicopter instruction in a Bell 47G, then proceeded to get an hour of aerobatic instruction in a North American T6 at Warbird Adventures in Kissimmee, FL. Suitably inspired after those experience, Greg joined the WFC later that year and resumed flight training after a nearly 20 year lapse.

Greg earned his Private Pilot certificate in May 2013, noting that his learning was encumbered by the stress of a divorce. But Greg stuck with flight training as an investment in himself, embracing the

challenges of learning to fly as a welcome respite from difficult life events. He is quick to praise Mike Bjerga for sticking with him through some distracted lessons and self-described “dismal performances”, sometimes kicking into “Big Brother” mode to keep Greg going. He is grateful to Mike for providing him a solid foundation.

In 2014, Greg was asked to succeed Jack Fuller in leading FAA/NYS DOT projects for the Club. He accepted, not fully understanding what was involved. Obtaining funding for airport improvement projects is a very complicated and onerous process. However, as a public use airport in the National Plan of Integrated Airport Systems (NPIAS), KSDC is entitled to funding and obligated to remain open.

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Member Spotlight: Greg Arserio by Chris Houston

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Not pursuing funding would be an opportunity cost to the Club, putting our long term viability at risk. During his five year stint, the WFC obtained about \$3M in funding to switch the airfield lighting to LED, re-seal/stripe all airfield surfaces, add a maintenance equipment building, build a new hangar (as shown on page 2), perform an obstruction study to maintain instrument approaches, and obtain funding for Jet-A fuel service. Greg notes that this experience showed him how well the Club leadership is able to carefully balance our Club community with the necessary business end of the organization and facilities.

Unfortunately, family and work obligations left no time to continue serving to the degree that Greg felt was necessary to do the job properly. He plans to serve again in the future when able. "I encourage those with time to give, to volunteer for a Club leadership role to truly appreciate what we have at WFC," he adds.

All pilots enjoy sightseeing from the air, but where Greg truly values the utility of a Private Pilot certificate is the ability to travel places more conveniently, "extending [his] weekend radius and dropping into islands, sans ferry." Every year he plans fly-away vacations with his family and getaways with his fiancé, Katie. Nantucket, Martha's Vineyard, Block Island, Cape Cod, White Mountains of NH, and Bar Harbor, to name a few favorite destinations. Still on his to-do list

are First Flight, Wright-Patterson Museum, Asheville, Nashville, Tangier Island, the Bass Islands, and Mackinac Island.

Naturally, longer flights and out of town stays are easier to accomplish in your own airplane. Greg has benefitted from member Dick Swingly sharing his Cherokee 140, but has his eye on becoming an aircraft owner. Wisely, he has two self-imposed prerequisites for an acquisition: an instrument rating and a viable budget. He has the instrument rating in hand, but budget is always a challenge.

Greg chose a different path to obtain his instrument rating by signing up for a 10-day course. While he was hesitant to pursue training outside of the WFC, he was unable to find time to break away from life enough to continue momentum after starting the first few lessons at home. "I felt like I was cheating!" he says about going elsewhere. But by attending [GATTS](#) in Manhattan, KS, he could remove all of life's distracting obligations — parenting, relationship, work, and home — to immerse himself in flight training. The GATTS approach is different from other 10-day courses in that everything is covered by a fixed fee. Training, aircraft rental, housing, car rental, and check ride fees are all included. Just show up after passing the FAA written exam and work with an instructor until done.

Greg describes the experience as "intense", flying 4-6 hours per day except for a few days of ground

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

instruction. He flew about 50 practice approaches at eight different airports over 40 hours of PIC time, some of it in actual instrument conditions. He flew a Cessna 172RG without an autopilot, both hand-flying throughout and picking up a Complex endorsement at the same time.

His check ride was conducted at New Century Airfield (KIXT) where Garmin tests new avionics. During one practice approach, he landed behind Garmin's PA46 autoland testbed on one of its trial flights. A seasoned examiner who gives roughly 400 check rides a year flew right seat.

While flying the VOR-A approach at KBUM, he forgot to activate the approach in the GNS-430W and the resulting miscue from the GPS resulted in a wrong turn that translated into a check ride failure. He caught the error and tried to recover, but it was too late. Wryly, Greg

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Member Spotlight: Greg Arserio by Chris Houston

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adds, “Pro-tip: always load and ACTIVATE the damn approach!”

It took six months, but Greg finally found time to return to GATTS (still under the original fixed fee structure). Just to ensure that Greg’s situational awareness was what it needed to be, the examiner challenged him to fly the localizer back course LOC BC-31 at KTOP via radar vectors to the midpoint of the published arc, go missed at minimums, fly the published missed, then finally enter the hold and perform two circuits around the race track — all at night under an actual IFR flight plan where the examiner was filed as PIC. Greg laughs and says, “From there, things got easier and he became human again.” Eventually, the instructor informed him that he would pass provided that he didn’t crash on the taxiway back to the ramp.

Every pilot has a story about something that doesn’t quite go as expected. Greg’s most noteworthy example occurred in March 2019 during a flight with Dick Swingly in his Cherokee. They were bound for

Alton Bay, New Hampshire’s famous Ice Runway (B18—see [Cool Places to Fly in the February 2008 edition of the WFC Flyer](#)). On that perfectly clear morning at 7,500 feet about ten miles east of Syracuse with Greg in the left seat, N8051N experienced an engine failure. Greg dialed-in best glide, declared an emergency, and successfully glided the airplane to runway 28 to a full stop on the Signature ramp. Greg credits Mike Bjerga for solid emergency training, Dick Swingly for being a calm and competent co-pilot, and Tom Carter for picking them up in N1185X. Key lessons learned: always use flight following on cross-country flights, altitude is always your best insurance policy, two pilots are better than one, and declare the emergency early. Fortunately, Greg and Dick did all four. In the end, the root cause was a dual magneto failure. What are the odds?

Greg’s next steps include maintaining instrument proficiency, acquiring a PA-32 to accommodate a family of five, and earning a commercial certificate and a mul-

tiengine rating.

Outside of the cockpit, Greg is a Product Development Manager for Corning, Inc. focused on advanced optical systems for microlithography, aerospace, and defense. He often uses general aviation to fly between work locations in Fairport, NY and Keene, NH. In addition to his B.S. in Mechanical Engineering, he holds an M.S. in Engineering Management from R.I.T.

Greg concludes by saying, “I am very fortunate to be able to pursue my aviation dreams. I have a supportive partner in Katie and our kids. The whole family appreciates the freedom and conveniences that GA provides. I am grateful for Dick Swingly’s friendship and generosity with his airplane. KSDC is wonderful place to be flying out of with a vibrant community of fellow pilots, reliable equipment and top-notch instruction. What I’ve learned from flying at WFC is to never give up on your flying goals regardless of life circumstances, defeat or unexpected emergencies. Fly the airplane, Land your dreams.”

Cool Places To Fly by Chris Houston

Destination: Norwood Memorial Airport (KOWD), Norwood, MA

Distance: 269 nautical miles, direct

Why It’s Cool:

Back in 2016, my wife and I came into possession of tickets to see John Williams conduct some of his film music

at Symphony Hall in Boston. As we contemplated the 6+ hour drive to Boston, we began to research options to reach Boston by General Aviation.

I have read about the people flying their single engine airplanes directly into Boston Logan, but was immediately put-off by the massive fees charged by MassPort. There are a

handful of alternative Class D towered airports underlying Boston’s Bravo airspace, however. In researching the options, we chose Norwood Memorial as our destination based on cost and reputed friendliness to General Aviation. Norwood is roughly 15 nautical miles southwest of the Boston VOR. Boston Approach was friendly and

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Cool Places To Fly by Chris Houston

(Continued from page 5)

efficient. A lot of training occurs at Norwood, so perhaps it was not surprising that the tower was also friendly and helpful. A lineman from Flight Level Aviation was waiting to marshal us to parking as soon as we turned off the runway. Everyone was very friendly. Avgas was priced at \$4.96/gallon and the overnight parking fee of \$12 was waived with the fuel purchase.

Food is available at the Greek-American Tasos Euro Café on the field, though we did not have an opportunity to try it out.

Over the years, I have come to the conclusion that ground transportation is one of the biggest challenges of travel by General Aviation. From Norwood, one way taxi fare into downtown Boston was roughly \$80 in 2016. There is a T station near Norwood, but the FBO no longer shuttles people over there the way they once did and, frankly, the trains don't always go where we need to be. I really did not want to rent a car and drive around Boston, though rentals are available at Norwood.

Given that Boston is a big city, we de-

ecided to try Uber for the first time. In our case, our Uber (a nice, clean RAV 4) arrived within **four minutes** of our request. The ride to our downtown Boston hotel cost \$30, which is what it would have cost us to park a car overnight at the hotel. Our return to the airport was a similar experience. An Uber driver picked us up within three minutes of our request in a clean, late model Honda Accord, and delivered us to the door of the FBO for \$29. The round trip cost 75% of the typical one-way cab fare. In municipalities that support it, ride sharing via Uber or Lyft

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Outings: Flights to Ice Cream Island in Dansville, NY (KDSV), July 21 and 30

In the time of COVID-19, it is challenging to organize group activities. Destinations are limited and activities must be safe.

How many members are aware that there is very capably-resourced ice cream stand across the street from the Dansville Municipal Airport (KDSV) called Ice

Cream Island? It sits on the edge of the Big Lots parking lot east of McDonald's. They offer a large variety of flavors from Perry's and Gifford's.

A run like this is easy, close to home, and keeps our members outside. We did two evening excursions in July on the 21st and on

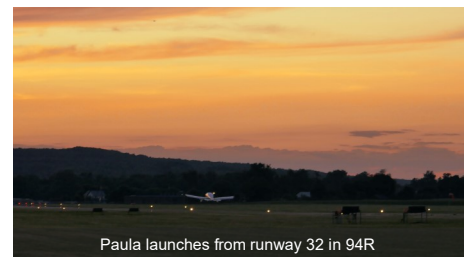
the 30th. Even with the ASOS email system corrupted, we had 11 aircraft on the ramp just by spreading the news by word of mouth. Stay tuned—we'll plan more of these simple outings as summer goes on. Photos contributed by Chris Houston and Dan Probst.



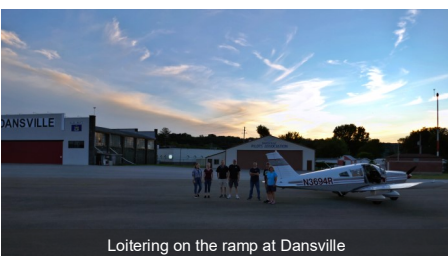
Jamie brought the Searey and ate too much ice cream!



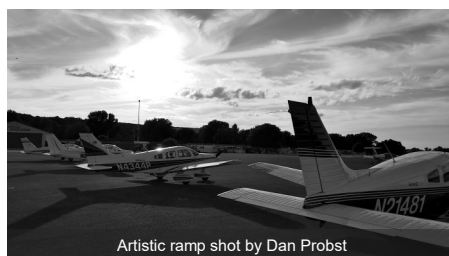
Eleven WFC aircraft on the ramp at Dansville



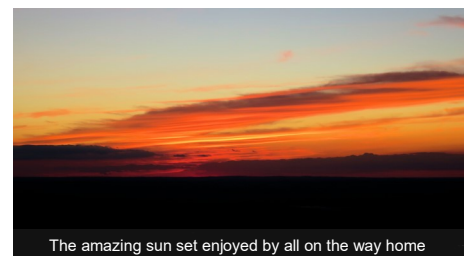
Paula launches from runway 32 in 94R



Loitering on the ramp at Dansville



Artistic ramp shot by Dan Probst



The amazing sun set enjoyed by all on the way home

Cool Places To Fly by Chris Houston

(Continued from page 6)

are the “Easy Button” for GA ground transportation.

So why is Norwood Memorial so cool? The combination of flying into Norwood and ground transportation via Uber was so easy and affordable that it makes a world class city like Boston easily available to an Upstate New Yorker with a smartphone and access to a basic General Aviation aircraft. How cool is that?

And the concert? It was phenomenal!

Tips:

- The FBO at Norwood is FlightLevel Aviation. Fuel is currently \$4.90/gal, which is relatively cheap for the Boston area.
- Contact the FBO for the current overnight parking fee. FlightLevel



will waive the first night's fee with a fuel purchase.

- I was utterly surprised by the IFR clearance we received home. We were cleared to Manchester, NH by radar vectors, flying directly north through the Boston bravo from south to north. At Manchester, we were turned west toward home.



Parked on the crowded ramp at Norwood



Symphony Hall in Boston

Activities Committee Update by Chris Houston



Matt Palmer with Rob and Nancy Langenbahn after NYC skyline flight in 2019 (Chris Houston)



Manhattan (Chris Houston)

Planning activities in the COVID-19 era has been challenging due to the need to social distance and a lack of available destinations. Even simple runs to airport diners

are challenging because these businesses are running at partial capacity right now.

We have a few events planned. As always, ride sharing is encouraged (masking is still required by the WFC BoD for people from different households sharing Club aircraft). Reach out to the event organizer or Chris Houston if you are looking for a ride. Seats can only be provided as available.

Upcoming Events:

- **Thursday, August 20, Ice Cream Island (KDSV):** As described on page 6, we have done some casual evening fly-outs for ice cream to Dansville.

Expect another excursion Thursday evening, August 20 with a planned arrival time at DSV of 6:30 pm to accommodate an 8:00 pm sunset. Contact Chris Houston if you are looking for a ride.



Ice Cream Island across the street from KDSV

- **Saturday, August 29, NYC Skyline Flight:** As we did in September 2019, we will fly the Manhattan skyline (see

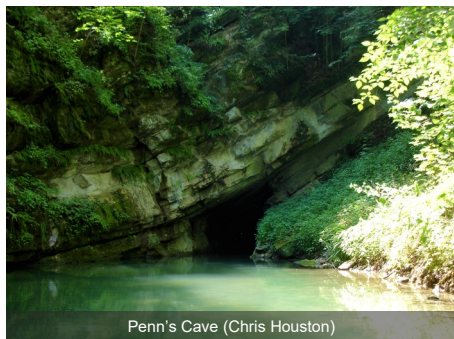
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Activities Update by Chris Houston

(Continued from page 7)

“Skyline Route” on the New York TAC chart). Matt Palmer will conduct a pre-briefing of the route for anyone unfamiliar with the procedures (date pending). As we did in 2019, we will plan to fly the Skyline Route (in the bravo) from north to south, then venture north up the East River with a transition back to the Hudson over Central Park. Plan for wheels up around 8:30 am. After flying the skyline, plan to gather at Cherry Ridge (N30) for lunch. Based on the number of people going, we will either eat at the Cherry Ridge Airport Restaurant (open, but operating at reduced capacity) or bring picnic lunches. Direct any questions or ride requests to Matt Palmer. Rain date for this event is Saturday, September 5.

- **Sunday, September 6, Socially Distanced Picnic (K09):** As we did in June of this year at Perry-Warsaw, let’s head to Piseco Airport (K09) for an outdoor socially distanced picnic. Bring your own lunch, camp chairs, and an airplane. Plan to arrive at Piseco by noon for lunch. More details to follow. Contact Chris Houston if you are looking for a ride.
- **Saturday, September 12, Penn’s Cave (N74):** [Penn’s Cave](#) in central PA is open, a cave that can only be toured by boat. See [“Cool Places To Fly”, WFC Flyer, September 2018](#) for details about this destination. Stay tuned for details. Contact Tom Carter with questions and/or ride requests. The rain date for this event will be Saturday, September 19.



Penn’s Cave (Chris Houston)

Upcoming WFC and Local Events

Thursday, August 20	WFC Fly-Out To Dansville for Ice Cream (KDSV): Plan to arrive at 6:30 pm. Contact Chris Houston with questions or ride requests.
Saturday, August 29	WFC Manhattan Skyline Flight: See Activities Committee Update in this issue for details. Please RSVP on the Event Calendar . Contact Matt Palmer with questions or ride requests. A pilot briefing prior to the event will be conducted. Rain date is Saturday, September 5.
Saturday, September 12	WFC Fly-Out To Penn’s Cave (N74): See Activities Committee Update in this issue for details. More information will be coming shortly. Contact Tom Carter with questions or ride requests. Rain date is Saturday, September 19.
Saturday, October 3	Annual WFC Fall Fly-Out To Lake Placid (KLKP): Tentatively plan for an 11:00 am arrival with lunch at the Big Slide Brewery and Public House. More details coming. Contact Tom Carter with questions or ride requests. Rain date is Saturday, October 10.
Saturday, December 5	Annual WFC Christmas Party: Scheduled at the Golf Club at Blue Heron Hills. Stand by for more information on this evening event.

Items in **boldface** indicate WFC Activities Committee-sponsored events. Saturday lunches, which normally start in June, are on hold until further notice.

- **Saturday, October 3, Lake Placid (KLKP):** One of our most popular fly-outs each year is a leaf-peeping tour of the Adirondacks followed by lunch in Lake Placid. This year, we’re contemplating lunch at the Big Slide Brewery and Public House located adjacent to the airport. More details will be coming. Contact Tom Carter with questions or to request a ride. The proposed rain date for this event is Saturday, October 10.



The WFC in Lake Placid, October 2019 (Stacey Platzer)

- **Saturday, December 5, Christmas Party:** The Golf Club at Blue Heron Hills is already booked. We’re watching the situation to determine if this event can move forward.