

# WFC Flyer



WFC's Skyhawk XP at the Lake Placid Airport in August 2020 (Chris Houston)

## Important Dates:

**General Meeting**  
October 8, 2020  
WFC Clubhouse

**Board Meeting**  
November 5, 2020  
WFC Clubhouse

**General Meeting**  
November 12, 2020  
WFC Clubhouse

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## Williamson Flying Club Newsletter

## October 2020

### From the President's Desk by Randy Christian

Hello everyone!

This month I wanted to take a walk down memory lane and just touch on some items that stand out for me in no real order of importance. I want to start by saying that, in the 14 years since I became a member, I can honestly say I have not visited another airport that holds a candle to KSDC. Specifically, I mean how well-run and maintained our airport facility is. My hat goes off to all of our volunteers that make this happen under the guidance of our airport manager.

Now for that walk. My first visit to the airport came from a generous offer from former member / president Joe Ebert. I recall pulling up out front. I had driven

past countless times, but never stopped in. Being greeted by a very enthusiastic Joe, it didn't take long to understand his excitement. I could see why he spoke so highly of the club and airport as we toured the place. The well-kept grounds, all of the hangars, and the fairly new clubhouse. In short order, I was hooked and asked, "Where do I sign up?"

Next I was introduced to the club owned aircraft as we walked around. Back then, we owned four Piper

Cherokee variants, two 140s, a 180, and the 235. I have to say that, at the time, these aircraft were a little lacking in ramp appeal; however, I would learn that they were well-maintained and ready and able to take members on all

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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](http://www.williamsonflyingclub.com)

## Board of Directors

President: Randy Christian  
Vice President: Brad Roehrig  
Treasurer: Bob Herloski  
Secretary: Bob Clark

Director, 2018: Dick Swingly  
Director, 2019: Paula Sippel  
Director, 2020: Lesly Jean-Louis

Contact: [bod@williamsonflyingclub.com](mailto:bod@williamsonflyingclub.com)

**Medical Advisor:** Dr. Pam Tarkington

## From the President's Desk by Randy Christian

*"The care that goes into maintaining and updating our aircraft fleet is just one of many examples of the effort invested in creating a club and airport that we are all be proud to call our aeronautical home."*

### Aviation Quote

"That Wilbur Wright is in possession of a power which controls the fate of nations is beyond dispute."

- Major B.F.S. Baden-Powell, President of the Aeronautical Society of Great Britain

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kinds of adventures. I was especially excited about getting my hands on the controls of the club's cross country machine, the 235. Sadly, I never had the chance as the club had already decided to sell the 235. It was replaced with our only Cessna, N736ES.

Well, in short order I joined the club and have enjoyed all of my years as a member. My biggest joy has honestly been the lifelong friendships that I have made with members, both current and former. It really is the people that make this club so amazing.

We have had our challenges over the years. As always, the WFC has worked tirelessly to overcome these challenges by meeting them head on and developing ways to not only to continue on but to thrive! Looking back, the declassification of our airport and lack of FAA funding sticks out as the biggest challenge. Yet we continue to find ways... **Good on us!**

Our newer members may not be aware of the many improvements we have made to our fleet over the years, but there are a few highlights worth mentioning.

N701DT was once truly the ugly duckling of the fleet! Even from a mile away, she was an ugly bird with very worn out paint. Well, the club finally decided that a facelift was in order. Our membership came together and stripped, primed, and painted it in our maintenance hangar. (Special thanks to Dan Dorschel for all of his help!) Along with recent avionics upgrades and a new interior, this plane is now a beauty on any ramp.

N9855W was not as unsightly as 1DT, but again we decided that a facelift was needed. 55W was also stripped and painted, received an upgraded interior, and a new engine. Combine all that with excellent flying qualities and it is easy to see why the hours continue to pile up on this club aircraft.

N1185 was our more-than-capable replacement for the Cherokee 180. Over the years, we have made avionics and interior upgrades along with a new engine (last summer). I had the joy and pleasure of flying her to Florida and back a few years ago and she performed flawlessly.

N736ES, our one and only Cessna in the fleet, has turned into a wonderful travelling aircraft for the club. With avionics upgrades, autopilot repair / reinstall, and interior work, she really is a people hauler. I hope more and more members will have the joy of experiencing the power and views she offers.

In closing, I realize that I am pointing out the obvious for tenured members, but sometimes these things are taken for granted. For our less seasoned members, I hope this will instill even more pride in our club. The care that goes into maintaining and updating our aircraft fleet is just one of many examples of the effort invested in creating a club and airport that we are all be proud to call our aeronautical home.

Blue skies until next time...

## Cool Places To Fly by Alicia and Tom Carter

**Destination:** Eastport Airport, Eastport, ME (KEPM)

**Distance:** 448 nautical miles, direct

**Why It's Cool:**

Eastport, Maine is a quintessential small Maine city; fresh seafood, friendly people, and a Main Street that feels like it ends almost as quick as it begins. Although tiny – population 1,259 in 2018 – Eastport boasts a couple of superlatives to give it notoriety. It is home to the easternmost airport in the contiguous United States, deeming it the closest U.S. airport to the African continent, and is also the easternmost city in the U.S.

The Eastport airport is very quiet with a small ramp but is fairly well maintained. Upon arrival, we set out for a planned 1.4 mile walk to a fresh seafood stand, [Quoddy Bay Lobster](#). The first half of the walk is a busy two-lane road with narrow shoulders. Luckily, traffic was quite courteous, moving over to give space as much as possible. The second half is quiet streets with sidewalks. At Quoddy Bay Lobster, the portions are generous and the food is delicious. There is also a small ice cream stand right next door for dessert lovers! A good number of outdoor tables sit overlooking the wharf with the Canadian shoreline as the backdrop. Eastport is uniquely

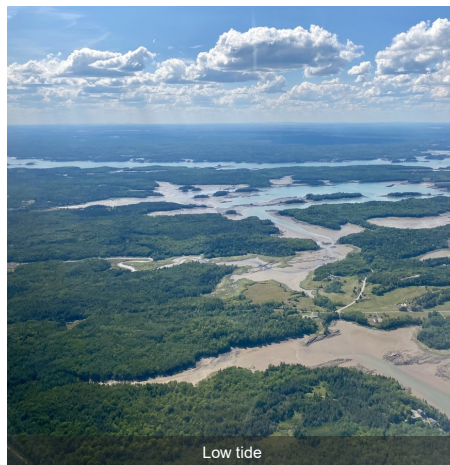
positioned at the mouth of the Bay of Fundy which is known for having some of the highest tides in the world. The tides in Eastport commonly rise more than 20 feet, and there was a discernable difference in the water level in the time it took to eat lunch.

While walking along Main Street, we found that a hardware store doubles as the city's souvenir shop. A few other small shops were closed that day, probably victims of reduced tourist numbers due to COVID. Back at the airport, the manager greeted us and cheerfully informed us that had we simply knocked on the hangar door,

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Authors Tom and Alicia Carter in Eastport, ME



Low tide



Short final, KEPM, runway 33



## Cool Places To Fly by Alicia and Tom Carter

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he would have given us a ride into town. They have bicycles available to borrow as well. Good to know for next time!

Although there is a multitude of destinations within the 448 nautical mile range from SDC, the trip to Eastport provided friendly, welcoming faces, delicious fresh seafood, and absolutely gorgeous scenery. For anyone already flying to Maine, why not venture out to the easternmost airport in the United States?

### Tips:

- Call the airport prior to arrival to secure a ride into town.
- Fuel is available and was \$4.45/gallon during our visit.
- Be mindful of the Canadian border when on downwind for 15.
- There are hotel and camping options close to the airfield.



## 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](mailto:Newsletter@williamsonflyingclub.com)

## Outings: Lunch at Big Slide Brewery & Public House in Lake Placid, NY (12 Sep 2020)



Eman and Ziad Safadi, Rick McCutchan, Chris Houston, Dawn and Eric Mehserle, Ed Ciolkowski, Brad Roehrig, Tom Carter, Melodie Roehrig, Alicia Carter, and Jamie Oliver



Eric Mehserle prepares to start 85X for the flight home



6ES and Ed Ciolkowski's Archer II at Lake Placid

The WFC Activities Committee has established a fine tradition of scheduling flights to Penn's Cave in Centre Hall, PA only to have those flights weathered out. September 12 was no exception. We also have a fine tradition of finding alternative destinations and that is how 12 people found themselves enjoying lunch in Lake Placid, NY (KLKP). It was not a good day to fly to central Pennsylvania, but a perfect day to explore the Adirondack Mountains!

## Outings: Penn's Cave, Centre Hall, PA (19 September 2020)



Scott Lasky lands 85X at Penns Cave Airport



A sloping grass aircraft parking area



Chris Houston and daughter



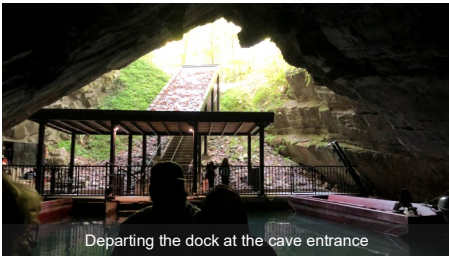
Kim Orr, Scott Lasky, and Alicia and Tom Carter



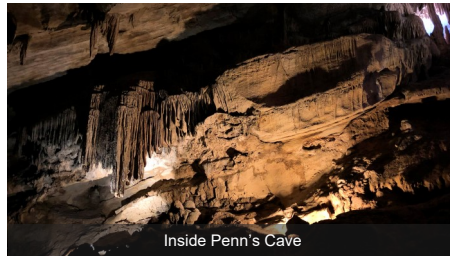
Hangar mural



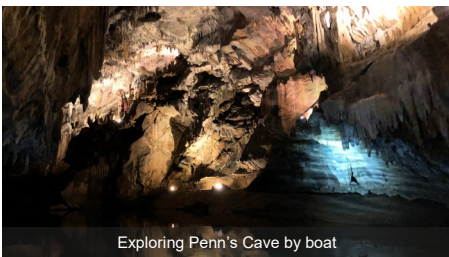
The rams closely observed our picnic lunch



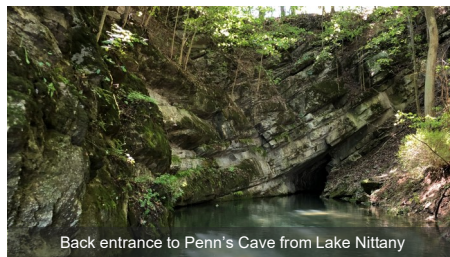
Departing the dock at the cave entrance



Inside Penn's Cave



Exploring Penn's Cave by boat



Back entrance to Penn's Cave from Lake Nittany



On departure, the upslope of the runway is obvious.



Manmade augmentation of the natural beauty.

### The sixth time is the charm!

After five weather cancellations since mid-2019, six people from the Williamson Flying Club finally made it to Penn's Cave Airport (N74) in central Pennsylvania to explore Penn's Cave by boat. The runway at Penn's Cave is 2500' long and higher in the middle than either end such that landing is always done uphill, regardless of direction. This also means that the far end of the runway disappears on short final. To say the least, it makes for an

interesting perspective while landing. We enjoyed a picnic lunch within sight of the runway (while being watched by a group of rams) before walking over to Penn's Cave. Penn's Cave can only be toured by boat and rides last about an hour. Everyone had a great time and even picked up some reasonably priced Penn's Cave swag to remember the trip. Photos contributed by Chris Houston.

## Member Spotlight: Dan Adams by Chris Houston



Member: Dan Adams  
 Ratings: Comm-SEL-MEL,  
 IFR, CFI, CFII  
 Flight Hours: 1700  
 WFC Roles: Former member of  
 Activities and  
 Nominating  
 Committees  
 Joined WFC: 2013

For many aviators, there comes a time when personal achievement inevitably turns their focus outward to the mentoring of fledgling pilots. This is certainly true of WFC member Dan Adams, who has reached a point in his life, his career, and aviation where his priority is giving back. As a WFC flight instructor recently returned to the right seat after the height of the COVID-19 pandemic, Dan says that instructing is his way to “give something back to the world of aviation that I love.”

Born to a father in the United States Air Force (USAF), aviation is practically encoded directly into Dan’s genes. As a fourteen year

old Civil Air Patrol (CAP) cadet, Dan was recognized as Cadet of the Month and rewarded with a 30 minute introductory flight in a Cessna 172. Thirty minutes was all it took to establish a lifelong passion.

As a sixteen year old, he visited the Air Force Academy on a field trip and aspired to attend the Academy for college. Through CAP, Dan earned a ride in a T-38, the USAF’s supersonic jet trainer.

CAP continued to recognize Dan’s aptitude for flight by presenting him with a flight training scholarship. Dan soloed a Cherokee 140 in Omaha, NE just a month prior to high school graduation.

Dan was crushed to learn that he was ineligible to fly for the USAF because he wore glasses. He changed his focus to Aeronautical Engineering at the Air Force Academy, but was never far from the sky. He was active in the soaring program, earning a glider rating before his SEL rating. He was also a Nav instructor, teaching navigation aboard a T-43, a modified Boeing 737 used to train navigators. He hoped to get a medical waiver to go to Nav School, but a deep dive into his physical condition uncovered a heart murmur that, while minor, was nonetheless disqualifying for Nav School.

Instead, Dan specialized in Space and Missile Operations, quite literally becoming a rocket scientist. He went on to serve the USAF for 28 years, achieving the rank of Colonel before retiring.

Dan earned his instrument rating on the auspicious date of Dec 17, 2003 – the 100 year anniversary of the Wright Brother’s first flight.

While he was commander of a missile wing in North Dakota, he purchased his one and only aircraft, a 1977 Mooney M20J that he owned and flew for thirteen years.

Following retirement from the military, Dan moved to Rochester, NY where he joined Harris Corporation as a senior program manager for a major government program, successfully leading his teams on two highly acclaimed space payload deliveries. This led to his promotion to Director of Precision Optics.

People find their way to the Williamson Flying Club though many different paths such as the annual pancake breakfast, word of mouth, or the promise of affordable flight training. Dan became aware of the WFC because of something more mundane: asphalt. In 2013, his home base in Canandaigua (KIUA) was undertaking a runway extension project that would close the runway for much of the summer. Dan visited KSDC intending to base there temporarily for the summer. Shutting down on the ramp, “all these guys” came spilling out of hangars to greet him. He was invited to stay for lunch. Put simply, Dan was immediately charmed by the WFC. Dick Swingly tipped him off that an enclosed hangar was coming available. In Dan’s words, it “didn’t take a rocket scientist” to see that coming to the Williamson-Sodus Airport and

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## Member Spotlight: Dan Adams by Chris Houston

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the WFC was the right thing to do. When Dan introduced himself at his first WFC member meeting as a retired USAF Colonel, he unintentionally intimidated and tongue-tied the other prospective member who had to introduce himself next. (It was me.) Though his credentials and accomplishments are impressive, Dan is one of the most humble, down to Earth people anyone could ever hope to meet. He has been with us ever since, giving back to the club by serving on the Activities Committee for several years and chairing the Nominating Committee.

At the close of his second career in 2017, Dan decided to go all-in on aviation. He earned his commercial, multi-engine, CFI, and CFII ratings. He has commercial right seat time in a Pilatus PC-12, a King Air 350, and a Citation II. But he realized that he was less interested in the on-demand nature of this sort of flying as a third career. His passion was instruction.

Though Dan instructs at both the WFC and the Rochester Air Center, his “heart is with the WFC” and WFC students get first priority.

After thirteen years of adventure with his Mooney, Dan realized that he was not flying it often enough to warrant ownership. He sold it to an Elmira-based doctor who flies it between downstate NY and another practice in TN. For Dan, airplane ownership was a rewarding experience and taught him many useful lessons and brought him many wonderful experiences.

One of those lessons is “know your systems.” On an IFR cross country flight from Portland, ME back to KSDC, the Mooney abruptly made an uncommanded turn to the north. He had mistakenly believed that the autopilot received input from the AHRS in his Aspen flight display. Rather, it received attitude information from the mechanical gyro in his panel and his aircraft had just suffered a vacuum failure. It was a good VFR day and Dan continued back to

## Upcoming WFC and Local Events

Saturday, October 10	<b>Annual WFC Fall Fly-Out To Lake Placid (KLKP):</b> Tentatively plan for an 11:30 am arrival with lunch anticipated at the Big Slide Brewery and Public House at noon. Contact Tom Carter with questions or ride requests. The original date (October 3) was cancelled due to marginal weather.
Saturday, December 5	<b>Annual WFC Christmas Party:</b> 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.

KSDC by hand flying, now wiser about his aircraft systems.

One of his favorite adventures came while he was still a relatively new aircraft owner. He was privileged to fly his Mooney from his home base at Minot AFB to Fargo, ND for a ride in a two-seat F-16D. Because people in Dan’s position are generally regarded as desk jockeys by USAF pilots, witnesses to his landing showered him with praise: “Space Guy can actually fly!” And that day, fly he did, reaching 350 knots on take-off before the F-16D pilot pulled them into a vertical climb topping out at 25,000 feet. It was the kind of awe-inspiring experience that most of us can only dream about.

In addition to a BS degree in Aeronautical Engineering, Dan also holds three Masters degrees: Aeronautics and Astronautics from Stanford University, Management Information Systems from Lesley University, and National Security Strategy from the Air University. He is also a graduate of University of Pennsylvania’s Wharton School of Business Executive Education. Dan and his wife Ellen (the [Red Hot Dish](#) and also a USAF veteran) are very involved in veterans support activities.

For all of his accomplishments, Dan views his retirement gig as a flight instructor for the WFC as a “dream come true.” He genuinely enjoys instructing and is fulfilled by giving back to the aviation community, paying forward the investment that so many other instructors and mentors made in him.

### Welcome, New Members!

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

- Austin Daily
- Jared Downing
- David Root
- Eric Swart