

WFC Flyer



WFC PA-28-180 Archer I, N1185X (Chris Houston)

Important Dates:

General Meeting
January 14, 2021
WFC Clubhouse

Board Meeting
February 4, 2021
WFC Clubhouse

Annual Meeting and Elections
February 11, 2021
WFC Clubhouse

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Williamson Flying Club Newsletter

January 2021

From the President's Desk by Randy Christian

Hello fellow Club members and families!

and the Christmas party — just to name a few.

As you are reading this, we can finally say that 2020 is in our rearview mirror. I wanted to take time this month to reflect a little on this past year and the challenges that we all have faced. First I want to say that I hope everyone stayed safe during these trying times.

The most difficult decision of 2020 was also a very easy one to make. This was the decision to cancel last year's pancake breakfast. At the end of the day, there was no way we could legally (within state guidelines) or responsibly hold the breakfast.



In a way, I look at the challenges that were put in front of the Club as opportunities. I am thinking of how we responded during the crazy times of 2020. In my wildest dreams, I would have never predicted that we would put a stop to flight training, renting aircraft, holding in-person meetings, the pancake breakfast, our annual summer picnic, Tony's Saturday lunches,

While pulling the plug on such a long running tradition was disappointing, the same thought process held true for the annual summer picnic, flour bombing contest, Tony's Saturday lunch gatherings, and the Christmas party. All of these events were cancelled because it was the right thing to do.

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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

"I could not be more proud to be a member of the Williamson Flying Club and am humbled by the experience of serving as your President during these unprecedented times."

Aviation Quote

"We humans need to belong, to be a part of a family, to have a circle of friends and work that occupies our hands and brains. Yet we also need some means to place our daily concerns and our lives into proper perspective. Flying provides that. Cockpits are our mountaintops, our seats above the clouds where we can see into forever. The machines lift us into a pristine wilderness on journeys that strengthen, refresh, and renew."

Stephen Coonts
The Cannibal Queen: A flight into the Heart of America

From the President's Desk by Randy Christian

(Continued from page 1)

Now for the wins that we did have in 2020:

We completed the new hanger project. Everyone should be very proud of this new structure, even if you are not an airplane owner. It demonstrates the WFC's commitment to keeping us on firm ground moving forward.

Monthly member meetings were our longest running challenge. Initially, we developed a way via email to get our messages out to the membership, track meeting attendance, and respond to questions. After some effort, we successfully held in-person meetings again, right up until the weather turned. Finally, we have our current email efforts along with Zoom tools to hold "live" meetings. We will utilize this process until the whole pandemic mess settles down.

The Activities Committee's efforts helped to bring some normalcy to the Club with a few very well planned and executed fly-outs this year.

Another significant challenge for the Club involved our fleet of aircraft. I am proud of how we created processes that not only kept our renters, students, and instructors safe, but allowed the Club and airport to function. Our goal was to create processes that not only emphasized safety, but adhered to state and federal guidelines during the year. I think these efforts were a tremendous success in getting the WFC fleet back into the air.

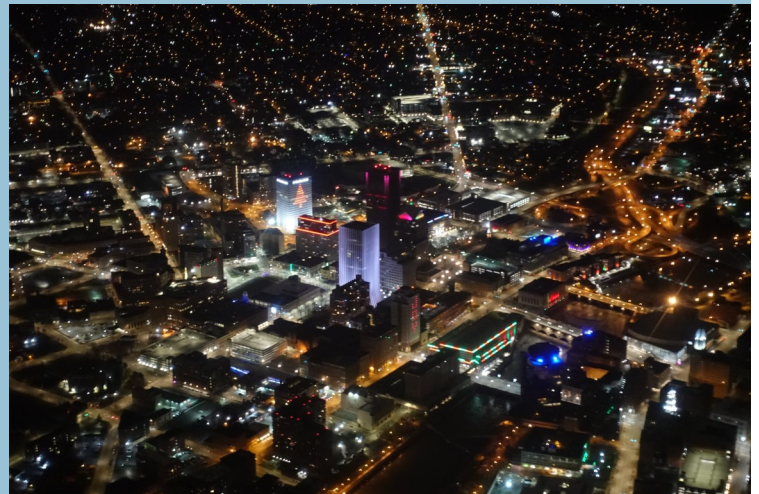
Our annual membership meeting in February 2021, when we will hold our elections, represents the latest roadblock for the Club. How do we safely bring together a quorum at the airport to satisfy the requirements of an elec-

(Continued on page 3)

High Altitude Happy New Year photo submitted by Dan Probst

When the annual odometer ticked over from 2020 to 2021 at midnight, many of us found 2020-appropriate ways to celebrate the New Year. WFC member Dan Probst found the best way to ring-in the New Year: from the cockpit of N701DT while overflying Rochester (photo credit: Elise Probst).

"The occupants of Cherokee 701DT would like to wish Rochester ATC a Happy New Year!"



WFC Elections and Eligibility List

Elections for the Williamson Flying Club's Board of Directors will be held at the club's annual meeting on February 11, 2021. The roles of President, Vice-President, Treasurer, and Secretary will be open. These roles have a one year term. A single Director seat will also be open for a 3 year term.

If you are interested in running for an office, contact Scott Lasky, Mick McKee, or Steven Murray from the nominating committee. If you are curious about what is involved in filling any of these roles, please feel free to reach out to any current Board member for their insight. This is your opportunity to help chart the direction of our beloved club! Do you have new ideas? Do you want to become more involved? Serving on the Board of Directors is an excellent way to give back to the WFC!

Eligibility rules are straightforward: any Active or Permanent member who is in good standing and has attended at least six General Membership meetings from February 2020 – January 2021 is eligible to run for any of these positions.

The following members meet or exceed the eligibility requirements:

| | | |
|--------------------|-------------------|---------------------|
| Adams, Dan | Englund, Frances | Palmer, Matt |
| Alesci, Tony | Fair, Ian | Perricone, David |
| Arserio, Greg | Foti, Ron | Probst, Daniel |
| Bach, Bill | Francisco, Tim | Rall, Erik |
| Baker, Jim | Fuller, Jack, B | Robideau, Bob |
| Barlis, Glenn | Herloski, Bob | Roehrig, Bradley |
| Bebernitz, Michael | Holtz, Barry | Rohner, Bonnie-Jean |
| Black, James | Houston, Chris | Rynearson, Mark |
| Cahill, Robert | Isbell, Tim | Shippers, Lee |
| Caldwell, Gary | Jean-Louis, Lesly | Sims, Duane |
| Carter, Tom | Kasprzycki, Joe | Sippel, Paula |
| Christian, Randy | Lasky, Scott | Spang, Mike |
| Ciolkowski, Ed | Lauster, John | Stellrecht, Rainer |
| Clark, Robert | Mangos, Chuck | Stevens, Gary |
| Clemente, Lou | Mazzola, Nick | Swingly, Dick |
| Clingerman, John | McCutchan, Rick | Udyak, Bogdan |
| Colombo, Dick | Mehserle, Eric | Verbridge, Alan |
| Creatura, John | Mueller, Thomas | Weiner, Howard |
| DePuyt, Bob | Murphy, Cody | Whitaker, Kevin |
| DiDonato, Joe | Murray, Steve | Wicinski, Pete |
| Dorschel, Dan | Norris, Brian | Zeller, Scott |

The following members must attend the January 2021 member meeting to be eligible for the February election:

| | | |
|-----------------|----------------|------------------|
| Amorim, Rui | Gierer, Steven | Safadi, Ziad |
| Fairchild, Eric | Mitchell, Mark | Whitmore, Justin |
| Fratangelo, Bob | Oliver, Jamie | Zbick, Jason |

From the President's Desk by Randy Christian

(Continued from page 2)

tion? We are developing a plan to hold the elections in Hangar 17. More information will be coming soon.

In closing, I would reflect that 2020 put a lot of strain on the Club, on the airport, and on each

and every one of us. But we rose to the challenge and we did it in large part due to the support and efforts made by the Board of Directors, Airport Manager, Maintenance partners, and – of course – our fantastic membership. I could not be more proud to be a member of the Williamson Flying Club and am

humbled by the experience of serving as your President during these unprecedented times.

Blue skies everyone!

Cool Places To Fly by Chris Houston

Destination: Martha's Vineyard Airport (MVY), Vineyard Haven, MA

Distance: 310 nautical miles

Why It's Cool: Martha's Vineyard lies off the coast of Massachusetts just south of Cape Cod. It is the third largest island on the eastern seaboard behind Long Island in New York and Mount Desert Island in Maine (best known for Bar Harbor and Acadia National Park).

The island is served by two airports, [Martha's Vineyard Airport](#) (MVY) and [Katama Airpark](#) (1B2). MVY is a towered field ("Vineyard Tower") with a 5504 foot long main runway (06-24) and a 3327

foot long crosswind runway (15-33). Parking for transients — particularly overnight transients — is available on the southwestern portion of the main ramp and differentiated by blue tie-down ropes. After landing, transients are marshaled to parking by an airport staffer driving a shuttle to carry them and their luggage to the terminal. In my case, the line person had my airplane tied down before I could even extricate myself from my own seatbelt. There is also a restaurant in the commercial terminal, [The Plane View](#). I had breakfast there the next morning and, while I cannot speak for the bulk of the



menu, my omelet was tasty and the service was very friendly. Those landing solely for the \$100 hamburger experience can park on the "restaurant ramp" near the terminal. The airport website provides a [convenient map of the airport](#) layout with various parking areas explicitly shown. [Ramp fees](#) are typically \$10/day for light-weight single engine aircraft like Cherokees and Skyhawks. A fuel purchase of 16 gallons or more will waive one day of parking fees, so with a one night stay and top-off, I paid no fees to park my Warrior at MVY. The current fuel price is \$4.84/gal.

Katama Airpark (1B2) provides a very different experience for aviators. It is an immaculately maintained turf-only airport with six runways to choose from. The [Right Fork Diner](#) is a popular \$100 hamburger destination located on the north end of the field. Expect a \$10 parking fee on this ramp. Visitors can also choose beach parking on the south end of the field for

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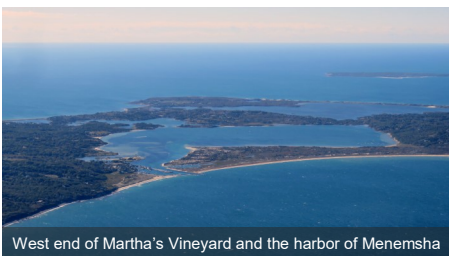
Pasque and Naushon Islands in Buzzard's Bay



Turning onto final approach for runway 6 at MVY



FBO at the Martha's Vineyard Airport



West end of Martha's Vineyard and the harbor of Menemsha



Aquinnah Lighthouse

Cool Places To Fly by Chris Houston

(Continued from page 4)

a \$20 fee. Unfortunately, The Right Fork was closed for the season when I visited in October 2020, so I did not visit Katama. Matt Guthmiller posted a [great video about visiting Katama in 2017](#) that is recommended viewing if you are considering a visit.

Martha's Vineyard offers much to explore for travelers. In his article about the island in the [August 2016 WFC Flyer](#), Steve Murray described a very effective public transportation network. As I was visiting during the pandemic (at the time, New Yorkers were exempt from Massachusetts quarantine requirements), I decided that renting a car was a wiser choice. It's a big island and I made good use of that car.

I have always been fascinated by lighthouses, so exploring the four lights on Martha's Vineyard was at the top of my list. There is also a fifth lighthouse on Chappaquiddick Island at the eastern end of The Vineyard, but I did not venture to

that one.

In my opinion, the most visually appealing lighthouse is located in Aquinnah, which is native Wampanoag for "end of the island". The region was formerly known as Gay Head for the brightly colored clay cliffs at the base of the lighthouse. Visitors can climb to the observation platform of the lighthouse for a truly spectacular view of the surrounding area. I also hiked the beach to see the gorgeous cliffs. They are somewhat reminiscent of Chimney Bluffs, but in Technicolor.

Other lighthouses include the West Chop Lighthouse in Tisbury, which is the only lighthouse on the island still owned by the US government; East Chop Lighthouse in Oak Bluffs; and the Edgartown Lighthouse. Oak Bluffs is also famously home to the "gingerbread cottages", a group of roughly 318 cottages surviving from the late 1800s. They feature brightly colored and elaborate wooden scrollwork in the Carpenter's Gothic style. I genuinely enjoyed wander-



The colorful clay cliffs of Aquinnah



It's as though someone lost a giant Crayola box nearby



The East Chop Lighthouse in Oak Bluffs

ing among the whimsically adorned cottages. Oak Bluffs is also known for Flying Horses, the oldest operational carousel in the United States.

For aficionados of fresh seafood, dining options are numerous. My favorite meal came from the Menemsha Fish Market. Located in the fishing village of Menemsha that portrayed Amity Island's harbor in Spielberg's *Jaws*, the Menemsha Fish Market is a no-frills sort of place that serves fresh seafood directly on the wharf; all flavor, no pretense. I ordered a buttered lobster roll with New England clam chowder and devoured it while sitting on the wharf next to

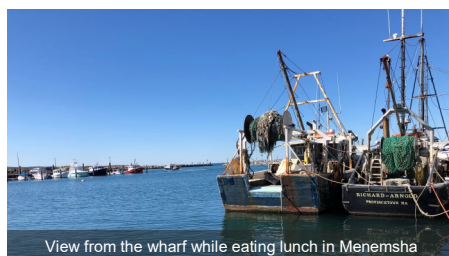
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Menemsha Fish Market: the very definition of "casual"



New England clam chowder and buttered lobster roll



View from the wharf while eating lunch in Menemsha

Member Spotlight: Larry Kaiser by Chris Houston



Member: Larry Kaiser
 Ratings: ATP
 Hours: 14,000
 Joined WFC: 2020

People find their way to the Williamson Flying Club through a variety of paths. Some arrive seeking training and a private pilot certificate. Others come in search of hangar space for their airplanes and stay for the community. For some, the WFC is an opportunity to return to their roots. This was the case for Larry Kaiser who joined the club during the summer of 2020.

As a junior in high school, Larry had an epiphany. He wanted to fly. At the time, he had zero direct experience with aviation, but he saw his path into the future with great clarity. As a 17 year old kid, he found himself sitting across the desk from Ray Detor of the Hylan School of Aeronautics at the Rochester airport. Ray was able to lay out the entire path for Larry and Larry signed up.

Larry did not realize it at the time, but he was about to dive headfirst into the deep end of the aviation pool.

In *Fate Is the Hunter*, famed aviation author Ernie Gann wrote of Rochester, “Even on fine days, Rochester demands alertness because clear weather brings out the small training planes of which Rochester has an uncommon share.” While Gann’s observation was made decades before Larry’s time, it still applied in 1977 when Larry soloed in a Hylan School Cherokee 140. According to Ray Detor, the school collectively flew 14,000 hours of instruction and charter operations annually, training a prodigious number of pilots at an aggressive rate. Larry earned his private pilot certificate as a high school senior in March of 1978, five months after he started training. In the next seven months, Larry progressed through instrument, commercial, and CFI ratings, transforming from an aeronautically naïve 17 year old to CFI in just 14 months. Reflecting back on his time as an 18 year old CFI, Larry chuckles. “I was just a kid! What did I know?”

His first gig was instructing at Hylan’s for a year and a half. As a young CFI, he worked 13 days on with 1 day off, though he would often take opportunities to fly charter runs in Hylan’s Beech 18 on his day off (Larry has about 40 hours of Beech 18 time logged). Days on often consisted of eight to nine hours of traffic patterns with students in a congested training environment that produced a near per-

petual nimbus of training aircraft orbiting Rochester. “Sometimes the pattern would fill up at Rochester,” Larry recalls, prompting ATC to deny entry to inbound aircraft. During his “downtime”, Larry earned CFII, MEL, and MEI ratings.

Larry’s experience was intensive and the learning curve exponential; the Hylan school was a crucible that forged neophyte pilots into experienced aviators. He logged 1100 hours of instruction during his first year as a CFI. For those of us who came to aviation in the 21st century, these kinds of numbers are nearly inconceivable. Larry notes that he, “Learned a ton” from both his peer instructors as well as his students, particularly when he saw mistakes being made. The experience gave Larry and others like him a formidable knowledge base for a career in aviation.

When Larry departed the Hylan School in 1980, he would not sit in another Cherokee for 40 years. Instead, he moved up to flying Aztecs and Senecas for Gary Barnes at Wellsville Flying Services. He came to know the terrain between Wellsville and Buffalo quite well by flying that round trip six to seven times a day for 6 months.

At the onset of winter, Larry moved to Page Airways based at the Rochester airport. Starting as a Baron captain and King Air copilot, he worked his way up to captain on the King Air during his five years at Page.

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Member Spotlight: Larry Kaiser by Chris Houston

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In 1985, then Bausch & Lomb CEO Dan Gill decided that he wanted the company to have its own flight department. B&L bought its first King Air 200 from Page (a Beech distributor) and hired away four Page pilots, one of whom was Larry. At the age of 25, Larry Kaiser became a founding member of the B&L flight department, a role that he would hold through a succession of CEOs until the purchase of B&L by Valeant Pharmaceuticals in 2013.

Larry saw impressive growth in the B&L flight department during his early years. He started off as a captain in the company's King Air 200 and later earned a type rating for B&L's first jet, a Hawker 700.

In 1987, Larry flew across the Atlantic for the first time, flying the Hawker from Rochester, NY to Rome, Italy via Gander and Shannon, Ireland. With the prevailing westerly tailwind, the route planning for this trip was relatively easy and well within the aircraft's capability. The return trip was significantly less so as the range of the airplane was significantly challenged. On the return, he describes guiding the Hawker through a blinding snow storm and negotiating high winds to alight on a runway in Keflavik, Iceland. From Iceland, the Hawker next leapt to Goose Bay. On the first landing attempt, they went missed and, eventually landed with only 25 minutes of fuel remaining. The experience made a significant impression on Larry as well as the B&L executives riding in back who

caught a glimpse of the airport through the weather on the missed approach.

The upside of that harrowing experience was that it was parlayed into the purchase of a Gulfstream III because Gill desired greater range. The aircraft typically cruised around 45,000 feet and on its voyages to Europe, Iceland was skipped entirely. By way of example, Larry's longest Gulfstream III leg ever flown was a seven hour and 40 minute "hop" from Rochester, NY direct to Berlin. While Larry gives the Gulfstream credit for long legs at high altitude, he notes that fuel economy down low was abysmal. "It will really eat your lunch."

In the following years, Larry settled into a routine of flying various B&L aircraft to Europe about three times annually. In 1992, he went all the way around the world, flying the Gulfstream III from Rochester to Milan, Italy to Dubai to Delhi, India where they stayed for four days before continuing eastward to arrive back in Rochester via Anchorage, AK. This was a significant learning experience. Whereas airlines have people who manage the nation-specific bureaucracies and customs clearing requirements around the world, corporate pilots like Larry are on their own to figure out the rules and manage them.

In 2013, Larry and fellow B&L pilot Ben Schifano achieved what they believe to be the fastest ground-speed measured for a Bausch aircraft. While en route to Morristown, NJ from the west coast, they had a 160 knot tailwind at altitude

while flying Mach 0.86, giving them a 642 knot ground speed. Just imagine trying to pedal hard enough to manage that in a Cessna 172!

One of Larry's most memorable experiences was meeting astronaut Jim Lovell when he spoke at B&L in the mid 2000s. Lovell is best known as the commander of Apollo 13, but he was also a Gemini astronaut and a member of the Apollo 8 crew, the first to reach and orbit the moon. Lovell was a naval aviator, test pilot, and general aviation pilot. After Lovell's speaking engagement at B&L, Larry flew him to Miami, FL. Larry was impressed by Lovell's modesty. The famed astronaut did not want to talk about himself or his accomplishments. Rather, he just wanted to chat about flying with another pilot. He shared an anecdote with Larry about switching from a Beech Baron to a Cessna 441 because his wife had difficulty climbing the Baron's steps. During the flight, Lovell came forward to the flight deck and hovered over Larry's shoulder to chat briefly, a treasured moment.

The 2013 purchase of B&L by Valeant was disruptive for many and the flight department was one of many casualties. Because Valeant had its own flight department, they eliminated the Rochester crew as redundant, though Larry flew a few trips for Valeant because their pilots lacked the type ratings to fly Bausch's Falcon 2000EX.

Post-Valeant, Larry walked away from aviation for six years. He com-

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Cool Places To Fly by Chris Houston

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the fishing vessels.

Overnight lodging is pricey. Even in October, there was no shortage of \$500/night hotel rooms available. I did my research, took advantage of an off-season arrival, and found an online deal for a reasonable rate at an inn called Lambert's Cove. It was a cool place (there were alpacas outside my room door and if that is not the very definition of cool, I don't know what is). I got a great deal on it by being patient and researching deals.

With New England charm, excellent seafood, and lighthouses to visit, Martha's Vineyard made for a wonderful destination to explore. But don't take my word for it. At 2.8 hours away by Cherokee or Skyhawk, you can easily check it

out for yourselves!

Tips:

- If landing at MVY, be sure to check out the [airport fee structure](#) and the [airport ramp map](#) before you go.
- Not surprisingly, there is also a [noise abatement procedure](#) for MVY. The gist involves flying a mile off-shore for sightseeing around the island and climbing to 2,000' prior to turning on course when departing any of the runways.



The Edgartown Lighthouse



Examples of gingerbread cottages in Oak Bluffs



Alpacas outside my room at Lambert's Cove



Lambert's Cove Inn

Member Spotlight: Larry Kaiser by Chris Houston

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pleted his stint at B&L with type ratings in Hawkers, the Gulfstream III, and Beechjets. More recently, he earned a type rating in the King Air 350 for a new job flying for a small consortium of local businesses.

He credits joining the WFC for his first real pleasure flying in many decades. He was seeking a way to stay current, noting that even currency in a Cherokee 140 makes a difference from the left seat of the King Air 350. He is also checked out in the WFC's BATD to maintain instrument proficiency. "It's been a

lot of fun," he comments. He is very complimentary of the friendly members he has encountered, of Mike Bjerga's patience as Larry regained the feel of flying a Cherokee again, and of the well maintained condition of the WFC aircraft.

Some members might scratch their heads at this, wondering why flying N701DT would appeal to a fourteen kilohour pilot who has flown turbine aircraft around the world in the company of CEOs and astronauts. To them I would say this: never underestimate the simple joys of VFR flight and the ability

to get back to one's roots.

[Author's Note: As B&L scientists, WFC member Ed Ciolkowski and I flew a trip on the corporate jet during the summer of 2008. My purpose was a day trip to give a talk at our Tampa facility. The flight profile was unusual because we stopped in Greenville, SC on the way home to pick up a piece of equipment needed in Rochester. Larry checked his logbook and, sure enough, found the unusual route logged there from June of 2008. So I can say that two of us from the WFC flew with Larry years ago without even realizing it!]



Private Pilot Ground School
Tuesday's 6pm-8pm
Beginning January 19th
12 Sessions
\$150 + Supplies
RSVP: 585-721-4635
 learnstofly@williamsonflyingclub.com

Class will be held Online on Zoom

Featuring:
 Online Coursework!
 Online Reference Material!
 Online Virtual Flight Lessons on Discord!*

Supplies (Recommended)
 -Pilots Handbook of Aeronautical Knowledge
 -FAR/AIM
 -E6B Flight Computer
 -Aviation Chart Plotter
 -ASA Private Pilot Test Prep (Text or App)

zoom discord

www.williamsonflyingclub.com 5502 State Route 104, Williamson, NY 14589



Instrument Pilot Ground School
Wednesdays's 6pm-8pm
Beginning January 28th
12 Sessions
\$150 + Supplies
RSVP: 585-721-4635
 learnstofly@williamsonflyingclub.com

Class will be held Online on Zoom

Featuring:
 Online Coursework!
 Online Reference Material!
 Online Virtual Flight Lessons on Discord!*

Supplies: (Access to)
 Instrument Flying Handbook
 Instrument Procedures Handbook
 FAR/AIM
 Digital Terminal Procedure Supplemental
 Instrument Approach Procedures (NY)
 IFR Low Enroute Charts

zoom discord

www.williamsonflyingclub.com 5502 State Route 104, Williamson, NY 14589

Old Rhinebeck submitted by Eric Mehserle

In 2019, the WFC had a spectacular visit to [Old Rhinebeck Aerodrome](#), the living / flying museum of WWI and Golden Age aircraft located in the Hudson River Valley (“[Cool Places To Fly](#)”, WFC Flyer, October 2019). Member Eric Mehserle alerted us to a wonderful 41 minute documentary about Old Rhinebeck founder Cole Palen called “Destined To Fly”. Check it out at one of these links:

- YouTube: youtu.be/vLjB9icet9k
- Vimeo: vimeo.com/213064213

Upcoming WFC and Local Events

| | |
|--------------------------------|---|
| Tuesdays Starting January 19 | Private Pilot Ground School with Mike Bjerga Tuesday evenings, 6-8 pm, starting January 19 (12 sessions) See flyer at left for more details |
| Wednesdays Starting January 28 | Instrument Pilot Ground School with Mike Bjerga Wednesday evenings, 6-8 pm, starting January 28 (12 sessions) See flyer at left for details |

Recommended Reading and Entertaining Viewing



From the FAA:
 The January / February issue of *FAA Safety Briefing* explores the challenge and response environment of the aviation community. There’s even a look at the importance of flying clubs in our community.
www.faa.gov/news/safety_briefing

Ever Heard of “Flamping”?
 Two pilots, one a commercial pilot and the other a professional photographer, use the time during the pandemic to

“flamp” (flying + camping) across America in a capable, but dowdy Cessna. With some great stories and wonderful photographic imagery of our nation, this is a worthwhile read.
www.filipwolak.com/across-america

Alaska Flying (YouTube: “Matt Guthmiller”):
 For those of you unfamiliar with him, [Matt Guthmiller](#) once set a record as the youngest pilot to circumnavigate the planet solo at the age of 19. His YouTube channel is filled with well-edited and produced flying videos. From late 2019 to 2020, he released a number of excellent videos taken while flying in Alaska. The first video in the series is “Flying to Alaska & Russia, Thunderstorms in the Mountains”.
youtu.be/8oPvjD29eh4

New England Swing (YouTube: “310 Pilot”):
[Kevin and Jamie are Chicago air traffic controllers](#) who own a beautiful Cessna 310 that they use to explore our country by air. Their most recent video series (“New England Swing”) includes visits to Martha’s Vineyard, Nantucket, Provincetown, Bar Harbor, and Mount Washington – all destinations easily accessible to WFC pilots and Club aircraft. Start with “New England Swing 2: NYC Fail”.
youtu.be/QNslYNPYVn4