

WFC Flyer



Bob Robideau flies over Cranberry Lake in his Cessna 150 on 05 December 2015 (John Griebisch)

Important Dates:

General Meeting
April 8, 2021
WFC Clubhouse

Board Meeting
May 6, 2021
WFC Clubhouse

General Meeting
May 13, 2021
WFC Clubhouse

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Williamson Flying Club Newsletter

April 2021

From the President's Desk by Randy Christian

Happy April WFC!!!

Yes, believe it or not, we have really made it to spring 2021.

I can proudly report that like the flowers and grass in spring, we are showing more growth again as a club. At this month's Board Meeting, we interviewed and will be moving a total of **seven** new member applicants through to the membership for review and voting at the April general meeting.

Yes ladies and gentlemen, as a club we are solid and continue to grow. In a most difficult time when general aviation and clubs are struggling, we are still thriving. This is reflected by the steady stream of new applicants we re-

ceive annually.

Why is this? Well, in no small part it's due to our great current members who champion the club and airport to the general aviation community as well as the communities surrounding KSDC. We have a club and airport that honestly have no equal.

It does me good when a prospective member tells me about how they drove past other airports in hopes of joining our family.

Our founding members created a strong foundation here. We should be very proud of not only their accomplishment, but of our stewardship in maintaining

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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
Vice President: Brad Roehrig
Treasurer: Bob Herloski
Secretary: Steve Murray

Director, 2019: Paula Sippel
Director, 2020: Lesly Jean-Louis
Director, 2021: Dick Swingly

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

“Yes ladies and gentlemen, as a club we are solid and continue to grow. In a most difficult time when general aviation and clubs are struggling, we are still thriving.”

Aviation Quote

“I wanted to go higher than Rockefeller Center, which was being erected across the street from Saks Fifth Avenue and was going to cut off my view of the sky... Flying got into my soul instantly but the answer as to why must be found somewhere back in the mystic maze of my birth and childhood and the circumstances of my earlier life. Whatever I am is elemental and the beginnings of it all have their roots in Sawdust Road. I might have been born in a hovel, but I determined to travel with the wind and stars.

- Jacqueline Cochran,
The Stars at Noon

From the President’s Desk by Randy Christian

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and growing both the club and the airport.

In closing, I want to add that we have some upcoming volunteer opportunities. These will include our annual post-winter clean up of the grounds (sod repair/replacement, etc) and sealcoating / crack repair of the aprons and parking lot this summer. Our best path to success comes from an energetic and engaged membership. Thank you

for your hard work in the past and please consider volunteering your time for our upcoming projects. Stay tuned for details from Mike in the coming weeks / months.

Thank you all for your time this month. I wish each and everyone health, happiness, and fun safe flying.

Blue skies!

Amended COVID Clubhouse & Aircraft Guideline by Mike Bjerga

[Editor’s Note: This communication was originally distributed through the aSoS system on April 1, 2021]

The BOD has approved the following amended COVID clubhouse and aircraft guidelines:

1. Face masks are required when 6 foot spacing with others cannot be maintained.
2. If you:
 - Have symptoms of COVID...
— OR —
 - **Have not been fully vaccinated* and come in contact with someone with COVID...**

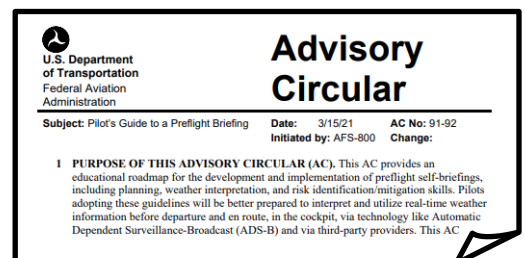
...you must either be tested for COVID and found negative or wait 14 days before entering the WFC Clubhouse or Club Aircraft.

3. Travel with club aircraft must be consistent with current [NY State Travel Guidelines](#) and WFC aircraft preparation guide-

lines.

* “Fully vaccinated” = more than two weeks and less than three months since full vaccination.

Recommended Reading



On 15 March 2021, the FAA published [Advisory Circular 91-92](#) titled “Pilot’s Guide To a Preflight Briefing”. In recognition that most pilots self-brief before flying rather than obtain a full briefing from Flight Service, the FAA has provided a roadmap to help pilots plan, conduct a self-briefing, and assess risks before flying.

Cool Places To Fly by Chris Houston

Destination: Port Meadville Airport (KGKJ), Meadville, PA

Distance: 168 nautical miles

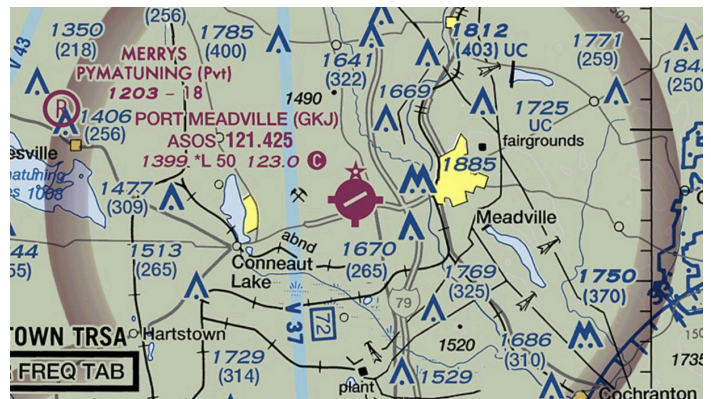
Why It's Cool:

The phrase "\$100 hamburger" is firmly established in pilot vernacular and that is unlikely to change any time soon, even with inflation. We still use the phrase even when the nominal "hamburger" is actually a stack of pancakes. But have you ever considered a "\$100 hot dog"?

If a \$100 hot dog is what you

crave, Port Meadville is the place to go. This is an uncontrolled rural airport on the Pennsylvania side of the border with Ohio. It features a well-maintained 5,000 foot long runway, an ASOS, and self-serve fuel. (Though at \$4.99/gal as of this writing, their fuel is not exactly the best deal in the region). If fine dining is what you want instead, Primo Barone's at nearby Venango Regional is a better choice. (KFKL, 165 nautical miles, see ["Cool Places To Fly" in the August 2016 issue of the WFC Flyer.](#)) But when it comes to \$100 hot dogs, Port Meadville is virtually synonymous with them.

The reason for that is [Eddie's Footlong Hotdogs](#). While Eddie's has two locations in Meadville, the original hot dog stand is right outside the entrance of the Port Meadville Airport (see map at left). These aren't just your average ballpark hotdogs. There is



a veritable cornucopia of toppings available, including "sauce" (which I assumed was a meat sauce because of my Detroit Coney dog bias, but was a bit more like a marinara), "kraut", sloppy joe (for a "Joe Dog"), and obvious condiments like onions, relish, ketchup, mustard, and mayo. Sloppy joes and chicken tenders are also available, plus fries and/or onion rings to compliment your meal.

Eddie's near the airport is open 11:00 am to 8:00 pm. (No breakfast dogs? Clearly an opportunity missed.) The airport hot dog stand is open seasonally as there is no indoor dining, but there are plenty of outdoor picnic tables available. We went on a chilly March day on the opening weekend and waited in a significant line. Eddie's is certainly popular with the masses.

Tips:

- Watch out for the large towers on the approach end of runway 25.
- Staff at Port Meadville were very friendly. There were signs about a landing fee, but we were not charged one (perhaps it's only for larger aircraft).



Images contributed by Tom Carter

Tom Carter intentionally overprocessed an image of the Catskills taken by a GoPro clamped to his airplane's tail skid to bring out the contrast in springtime terrain.



Activities Committee Update by Chris Houston

"When are we going to get back to doing activities again?"

I hear this question a lot. This will become easier as temperatures rise and outdoor gatherings and dining become a comfortable option again. Some destinations are not yet open at all and others are at partial capacity and may not accommodate out numbers. Despite the restrictions in 2020, we managed some great events and expect 2021 to be even better.

The Activities Committee has been actively brainstorming ideas for 2021. Expect early events to include a fly-out picnic of the sort we had last year. The annual Christmas party has been scheduled for the evening of Saturday, December 4th. Check out our Zoom seminar with Anchorage-based private pilot Katherine Rawlins, scheduled for Saturday, April 10 (see next page). Other events are in the planning stages and we will work with the WFC Board of Directors to ensure alignment before announcing plans.

The 2021 Activities Committee: Tony Alesci, Mike and Tammy Bebernitz, Tom Carter, Ed Ciolkowski, Chris Houston (chair), Scott Lasky, Matt Palmer, Dan Probst, Mike Shippers

Contribute to the Newsletter!

"Hey! I take some pretty great photos, too! Why aren't mine in the newsletter?"

We're always looking for an opportunity to showcase how our members enjoy aviation. Or maybe you have a great story to tell? We'd love to share it. We'll even help you write it!

Submit your photos and stories to the newsletter by emailing:

Newsletter@williamsonflyingclub.com



Lesly Jean-Louis, Paula & Steve Sippel at Dansville in 2020



At Cherry Ridge, PA in 2020 after NYC skyline flight

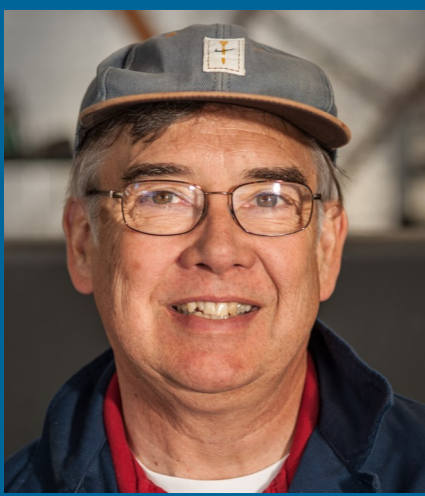


Members on the ramp in Lake Placid, 2020



At Penn's Cave Airport, October 2020

Member Spotlight: Bob Robideau by Chris Houston



Member: Bob Robideau
 Ratings: PP-SEL
 Hours: 600
 Past Roles: Cosmetic Committee, Secretary
 Joined WFC: 2000
 Aircraft: Cessna 150G

Many of us remember shop classes from high school. Wood shop, metal shop, maybe even an automotive program. But Greene High School north of Binghamton, NY had a one year private pilot course when Bob Robideau was a student. It was taught by a shop teacher concurrently working on his own private pilot certificate. In addition to staying ahead of the airplane, that poor teacher also needed to stay ahead of his class!

Bob's early exposure to aviation was made possible by random geographic happenstance. The Link Company, manufacturer of the ubiquitous Link Trainers (or "Blue Boxes") of the 1930s and 1940s, was based in Binghamton, NY. Link donated one of their 1960s era Link GAT-1 Trainers (general avia-



Bob's first aeronautical steed was a Link GAT-1 like this one on display at Burke Lakefront Airport (Chris Houston)

tion trainer) to Greene High School. This became a centerpiece of the private pilot curriculum.

Bob took the course as a junior and took the FAA Private Pilot written as the final exam. He missed all the questions on VOR (a topic that was not covered in class), but passed nonetheless.

In addition to the private pilot course, Bob toured Link's facility on a school field trip, toured the air traffic control facility at Binghamton (two of his friends had parents who were controllers), and began flight training in a Cessna 150 at a grass strip in Greene owned by a friend's family (it's still there: 4N7). He funded his flight training with wages from a grocery store job before college. In flying the Cessna 150, Bob stepped up from the GAT-1 in that the 150 had

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Hangar Talks Announcement



"How To Be an Airplane Wagabond for a Year"

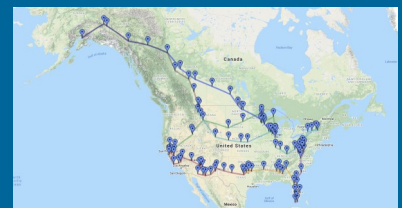
Katherine Rawlins

Saturday, April 10, 2021
 2:00 pm

Via Zoom. Limited seating available at the WFC Clubhouse (RSVP required)

About our Speaker:

Katherine Rawlins is a Professor of Physics at the University of Alaska—Anchorage, an avid pilot, and flight instructor. Her definition of "long cross-country" is a little different than the FAA's... her last one lasted 365 days, covering 15,000 nautical miles over 31 US states and Canadian provinces.



Details were sent via the aSoS system to members. Contact Chris Houston with any questions.

Member Spotlight: Bob Robideau by Chris Houston

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two seats inside the cockpit instead of just one...and it could actually fly!

Bob managed to earn about 20 hours toward his private pilot certificate before the next big stage in life got in the way: college. As an Electrical Engineering student at the Rochester Institute of Technology, Bob had little time or money to pursue his dream of flying. But with such a solid foundation, a return to his childhood dream was inevitable.

In 1998, he attended ground school class at Bill Law Aviation. Obviously, the passing result on the FAA written was beyond its expiration date and Bob would need to retake the exam to earn his ticket. He took a couple of lessons at Bill Law and at another small flight school that eventually went out of business. He did not find himself on a path to truly realizing his dream until he came to the Williamson Flying Club in 2000.

At the WFC, Bob trained with Brent Blake in the club's Cessna 150s. He passed his check ride in 2003, flying with DPE Mike Schubert, Kodak's Chief Pilot.

Prior to becoming certificated, all of Bob's time was in Cessna 150s. Availability of Cherokees in the club fleet provided Bob with some additional opportunities to move up.

In his time at the club, Bob served as Secretary on the Board of Directors from 2007 to 2008, a job that

once included writing the newsletter. He also co-founded the Cosmetic Committee (no longer active) with Phil Bailey and Gary Stevens. Together, the group kept the club's fleet clean. Bob also participated in the installation of N9855W's current interior and, along with a small army of volunteers, helped prepare N701DT for painting.

When it came time for Bob to procure his own aircraft, he returned to his roots and purchased a 1966 Cessna 150G, N3862J. He bought it from member Jack Fuller, who had the airplane as a project that included replacing the radio and the windshield. The aircraft had a high time engine and the paint was tired. Circumstances of storage led to the paint on one side being particularly faded. Nonetheless, in the fall of 2007, Bob became an airplane owner — many years and many miles away from his C-150 origins in Greene.

Bob has truly put a lot of himself into Six Two Juliet. When a club Cessna 150 lost power due to a rocker arm failure that eventually became an Airworthiness Directive, Bob noted that his airplane had the same cylinders. Thus, within the first six months of ownership, Bob pulled the engine and assisted WFC co-founder Jake DeGroot in overhauling the engine. Six Two Juliet received her overhauled powerplant in the spring of 2008. Once he retired in 2013, Bob began stripping the plane for repainting. With help from Dick Colombo, Bob spent nearly six months in 2013 pains-

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Stripping the paint on Six Two Juliet, August 2013



May 2014: Six Two Juliet ready for new clothes!



Bob in Lake Placid with the WFC in 2014



06 August 2017: Bob with 62J at Elmira (Chris Houston)



With the WFC at Lock Haven in 2018 (Ed Ciolkowski)

Member Spotlight: Bob Robideau by Chris Houston

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takingly stripping the tired paint away from his airplane. Members Dan Creegan, Ron Foti, and Gary Stevens pitched in with supervision from Jake DeGroot to remove the wings, which were taken to member Dan Dorschel's shop for painting in an enclosed U-Haul truck. The following May, once the roads were cleansed of corrosive salt, the fuselage was transported to Dan Dorschel for painting. When all was done, the original crew of WFC members that deconstructed the Cessna reattached the wings and reconnected all systems. Six Two Juliet was whole again and dressed to perfection courtesy of Dan Dorschel's skill with a paint gun. (For another excellent example of Dan's work, check out his gorgeous RV-12.) The photos accompanying this article taken of Bob's Cessna by member John Griebisch while flying near Cranberry Lake pay further testament to the quality of Dan's work.

For Bob, the WFC is not just a place to learn to fly. It is a supportive community of knowledgeable aviators who were willing to invest

their time in helping a fellow aviator with labor intensive projects.

Bob also fondly recalls the Activities Committee's 2014 fly-out to Lake Placid and a fun — if hectic — fly-out to Elmira-Corning Regional Airport for an EAA pancake breakfast in 2017. That excursion was complicated by a trainee controller, limited taxiway access due to a repaving project, significant traffic brought in by a Watkins Glen NAS-CAR event (with associated TFR north of the airport), and a large number of WFC aircraft arriving nearly all at once. It was a fun outing, but also an education in chaos for many of our members.

His most cherished aviation adventure was flying to the 2017 Cessna 150-152 Fly In at Clinton Municipal Airport in Clinton, IA (KCWI). It was only Bob's second flight out of New York state and, by far, his longest trek to date. He made the trip with fellow C-150 owners and WFC members Bob Fratangelo and Dave Lowry, rarely climbing above 2,000 feet the whole way. Over 110 aircraft landed in Clinton for the three day event that year.

Though it was something of an adventure of a lifetime, Bob is ready to return! (See Bob's article about it in the [Nov 2017 issue of the WFC Flyer](#).) By making the trip with Fratangelo and Lowry, Bob was able to leverage another benefit of the WFC community: seasoned members always willing to mentor — or maybe even give a little nudge — to the those less experienced.

Professionally, Bob worked as an electrical engineer at a few small companies for twelve years after graduation from RIT. From there, he enjoyed a fruitful 28 year career at Xerox with an emphasis on computer interfaces that drive copier equipment. In his last decade at Xerox, he focused on image processing and implementation of hardware that brought image scientists' conceptual models into practical reality. In retirement, you will often encounter Bob at KSDC giving back to the very same community that gave so much to him.

Now we just need to get Bob down to Burke Lakefront to reconnect him with a crucial "Link" to his past!



Glamour shot of Bob Flying Six Two Juliet over Cranberry Lake (John Griebisch)



Bob and Six Two Juliet overflying the doorstep of the Adirondacks (John Griebisch)

Congratulations!



Congratulations to Brad Roehrig on earning his instrument rating on 17 March 2021!

Now that check rides are happening again, we look forward to featuring several members in this space in the near future! Stay tuned!!!

For Your Amusement



From the “Just Plane Silly” YouTube channel comes this “old timey” sales pitch for the [Piper Warrior](#) that applies to many Cherokees near and dear to WFC members. Don’t worry, it’s all in good fun. Lest the Piper pilots feel singled out, [Mooneys](#), [Cirrus](#) (Cirri?), [Bonanzas](#), and [Cessna 182s](#) do not escape mockery, either.

Upcoming WFC and Local Events

Friday April 2	Empire State Aerosciences Museum in Glensville, NY reopening after a four month closure due to COVID-19. The museum will be open Fridays, Saturdays, and Sundays going forward. For those interested in flying in, the museum is on the field at the Schenectady County Airport, KSCH. Taxi to Richmoor Aviation-North and tell them you’re going to ESAM. This destination is currently on the list of possibilities under consideration by the WFC Activities Committee for 2021.
Saturday April 10	Hangar Talk: “How To Be an Airplane Vagabond for a Year”, Katherine Rawlins (see p. 5). 2:00 pm. Zoom seminar, jointly hosted by EAA 486 and the Syracuse Flying Club. Members can join from home via Zoom or participate from the WFC clubhouse. For those participating from the clubhouse, limited seating is available and an RSVP on the Event Calendar is required to ensure adequate socially-distanced seating.
Saturday-Sunday June 5-6	Wings, Wheels, and Pancakes Fly-In / Drive-In Breakfast. Gettysburg Regional Airport (W05 – about 204 nautical miles from SDC), Gettysburg, PA. 8:00 am to noon, both days.

Items in **bold** are sponsored by the WFC Activities Committee

Images contributed by Chris Houston



A return of warm weather means a return to excursions beyond the immediate Finger Lakes region. Here, member Ed Ciolkowski lands his Archer II at Sky Acres (44N) near Poughkeepsie for an warm, outdoor dining experience at Hangars Café on March 21, 2021.

Welcome New Members!

The Williamson Flying club heartily welcomes our newest members from March 2021!

- Caitlyn Augustyn
- Caleb Shulman