

# WFC Flyer



Midtown Manhattan photographed during WFC excursion around New York City on 22 May 2021 (Chris Houston)

## Important Dates:

**General Meeting**  
August 12, 2021  
WFC Clubhouse

**Board Meeting**  
September 2, 2021  
WFC Clubhouse

**General Meeting**  
September 9, 2021  
WFC Clubhouse

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## Williamson Flying Club Newsletter

August 2021

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

Happy August everyone!

This month's update will be a short and sweet update for the membership.

First I cannot believe that we are already in the heart of our flying season. It is great to see that our overall flying hours continue to hold steady well above what we projected for 2021!

After some research and valuation efforts on N736ES, we are now at a point where we will be listing it for sale in the coming week. You will be able to find the listing in the normal aviation classifieds.

It is an exciting time as we hope to close

one chapter and open a new one that we believe will make the club as a whole more cohesive.

The search for a replacement is ongoing and it will be in the PA-28 family as mentioned in previous meetings.



By selling 6ES and buying another PA-28, we hope that anyone in the club will have the ability to fly any club aircraft with minimal checkouts if any at all. We believe that this will not only ease the demand on our current PA-28 fleet, but also increase the flying hours and hopefully improve the WFC experience in a positive way for our members.

*(Continued on page 2)*

## 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: Steve Murray

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

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

**Medical Advisor:** Dr. Pam Tarkington

*“...there really are some exciting times ahead for the club and I look forward to sharing this next chapter with everyone.”*

## Aviation Quote

“Sometimes, I feel a strange exhilaration up here which seems to come from something beyond the mere stimulus of flying. It is a feeling of belonging to the sky, of owning and being owned — if only for a moment — by the air I breathe. It is akin to the well known claim of the swallow: each bird staking out his personal bug-strewn slice of heaven, his inviolate property of the blue.”

— Guy Murchie  
“Song of the Sky”  
1954

## From the President’s Desk by Randy Christian

*(Continued from page 1)*

Lastly we have not lost sight of a 5th aircraft. That search is ongoing as we want to be sure that we buy the best aircraft to meet our needs and requirements.

As I stated above, there really are

some exciting times ahead for the club and I look forward to sharing this next chapter with everyone.

Blue skies,

Randy

## Cool Places To Fly by Chris Houston

*Author’s Note: I spent two weeks of the summer of 2021 flying around the southeastern United States. In the process, I visited some interesting destinations that I wanted to share with the membership. These are places you might want to investigate if you are ever flying in the region, regardless of whether you flew an aircraft all the way from Upstate NY, rented a local aircraft during a southeastern vacation, or are one of our handful of Florida-based members who should be doing more flying anyway. (You know who you are!)*

**Destination:** George T. Lewis Airport, Cedar Key, FL (KCDK)

**Distance from KSDC:** 892 nautical miles (yes, a little far for a \$100 hamburger run)

### Why It’s Cool:

George T Lewis Airport (KCDK) on Cedar Key, Florida seems like it was specifically devised to attract recreational pilots. Located on Florida’s Gulf coast, its recently re-paved runway spans the entire length of a small island with approaches and departures bookended by the sea. At 2,355 feet long, it is considered the shortest paved public use

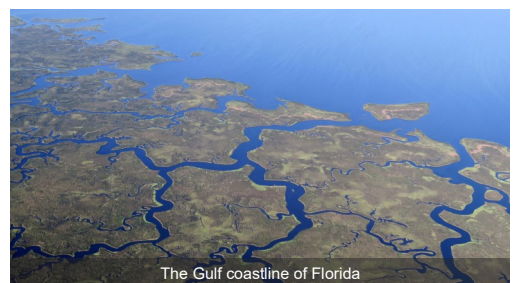
runway in Florida. It manages to be short without presenting an undue challenge to any pilots paying attention. As if the moderate accomplishment of landing on a short(ish) island airstrip in a beautiful place was not enough enticement, there is food nearby to seal the deal. Cedar Key is a former fishing village presenting a microcosm of Key West kitsch without the crowds. What pilot could refuse?

Even as a New York-based pilot, I have been aware of Cedar Key for many years. During the summer of 2021, I

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Cedar Key viewed from the southwest along runway 5



The Gulf coastline of Florida



## Cool Places To Fly by Chris Houston

(Continued from page 2)

spent a week based at Ocala, FL for a family vacation. This put Cedar Key within easy striking distance and I convinced my wife and daughter to join me on a breakfast excursion. I also arranged to meet Pierre, a long time friend and colleague who bases his Archer II in nearby Zephyrhills, FL.

Though charted as “Lewis”, just listening to the CTAF makes it clear that local pilots preferentially refer to the place at “Cedar Key”. Despite a temperature of 90° F and a short runway, the field was easily managed by my 160 HP Warrior II.

A warning to all VFR pilots is posted near the relatively small parking apron that reads:

### “NOTICE VFR PILOTS

*You may lose your horizon after departure over the Gulf.*

*Dedicated in memory of:  
Gary and Darinda Elkins  
Bill and Sybil Wardlaw*

*By their friends in Cairo, Grady  
County, GA 2-15-80”*

Having been routed due north over Lake Erie after take off from Cleveland's Burke Lakefront Airport in the past, I was very familiar with how water and sky can merge into an undifferentiated void under certain conditions. It is a visual flight scenario that is well served by the discipline to trust one's instruments over their senses.

The city of Cedar Key is just shy of

a two mile walk. Alternatively, there is a local outfit that rents golf carts to shuttle people around the island (Cedar Key Adventures, 727-410-2112). An advance call will result in a golf cart ready and waiting for you at the airport for an excursion into town.

Multiple restaurants are available in town, most with an unsurprising specialization in seafood. We actually arrived for breakfast and found fewer options, but Duncan's on the Gulf served up excellent breakfast.

Cedar Key has long been a bucket list airport for me and I was pleased to have finally had the experience of landing there and sharing it with my family. With Cedar Key so far from home, it was never going to be a destination unto itself, but it was a wonderful side trip as part of a bigger adventure. It was the shortest long trip of the summer!

### Tips:

- At 2,355 feet long with high temperatures, check your performance numbers before attempting to fly-in to Cedar Key.
- There is no avgas available at Cedar Key. Plan ahead for fuel requirements.
- The parking apron is small and can fill up quickly on busy days.



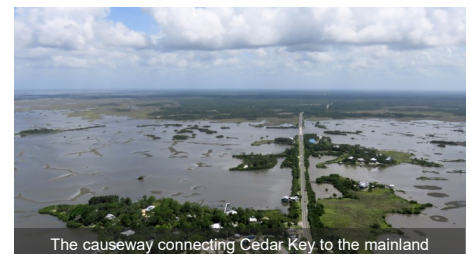
See what I mean? Kitschy.



A well-meant warning to VFR pilots and palm trees.



See that water out there? It's the Gulf of Mexico.



The causeway connecting Cedar Key to the mainland



The city of Cedar Key



Piney Point on the southernmost tip of Cedar Key



## Outings: Overnight Trip To Detroit and The Henry Ford, 24 July 2021

Six WFC members set out across Canada to Coleman Young Municipal Aiport (KDET) in Detroit, MI. It was the first time flying over Canada and across international borders for most. They spent the day at [The Henry Ford](#) and toured the Ford Rouge plant that produces F-150 trucks. Overall, it was a fun and interesting trip for everyone involved! Participants were Tom and Alicia Carter, Chris Houston, Brad Roehrig, and Eman and Ziad Safadi.



Obligatory Niagara Falls photo during crossing (Alicia Carter)



Tom and Alicia Carter, Brad Roehrig (Tom Carter)



After dinner at the Jolly Pumpkin brewpub (Mike Kovalesky)



Eman and Ziad Safadi at DET (Chris Houston)



Ziad and Eman Safadi, Chris Houston (Ziad Safadi)



Tuskegee Airmen monument at KDET (Chris Houston)



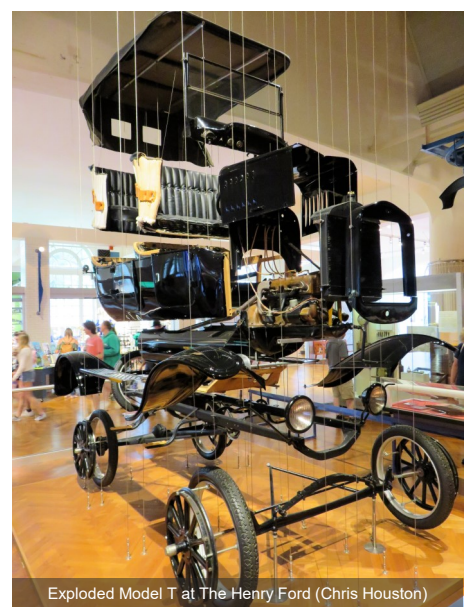
At the Henry Ford (Eman Safadi)



Some rental cars are better than others (Chris Houston)



DC-3 in Northwest Airlines livery (Chris Houston)



Exploded Model T at The Henry Ford (Chris Houston)



Jim Henson exhibit at The Henry Ford (Chris Houston)



Fokker Trimotor from Byrd arctic expedition (Chris Houston)



The Wienermobile!! (Alicia Carter)



## Member Spotlight: Dick Swingly by Chris Houston



Member: Dick Swingly  
 Ratings: PP-SEL, SES  
 Hours: 800  
 WFC Role: Director  
 Past Roles: Groundskeeping Committee  
 Joined WFC: 1985  
 Aircraft: 1969 PA-28-140

If you want to find a Williamson Flying Club member indulging in a moment of zen, look no further than Dick Swingly mowing the grass at the Williamson-Sodus Airport. "It's like yoga," Dick explains. He can work through his frustrations and make the grass look better at the same time. It's a win-win.

For many of us, our first step along the path toward aviation goes back to childhood when staring raptly through the fence at the airplanes coming and going. Some of us need a little push to move beyond that stage. Dick received that push in 1979 when a regular customer offered to teach Dick to fly. Joe Feigel was a CFI born in 1914 with decades of accident-free experience under his belt. In times past, he taught military pilots to fly in Stearmans and AT-6s. Dick's lessons were in something more modest than those classic trainers, a Cessna 150 based at the now-

closed Palmyra. Dick soloed after eight hours and passed his Private Pilot check ride in 1980. In 1988, he went on to earn a seaplane rating in a float-equipped Piper Tripacer on Irondequoit Bay.

After earning his certificate, Dick purchased a Piper Tripacer that he kept either in Palmyra or at a turf strip in Webster at the north end of Phillips owned by the Hegedorn family. Evidently, the notion of owning airplanes truly suited him because he went on to own four airplanes at once. While the Tripacer was his primary aircraft, he also purchased a Cessna 172 from a friend who lost his medical. When that friend regained his certification, Dick sold the aircraft back to him for exactly what he originally paid. There was also a [Bakeng Double Duce biplane](#) that he discovered in a widow's garage and purchased for under \$60. Finally, there was the basket case Colt that he purchased and brought home to refurbish in his garage. He stripped the steel tube structure and converted it to a tail-wheel. Before he could fully assemble and fly it, another pilot made him an offer he couldn't refuse and carted off the components.

Dick's first visit to the Williamson-Sodus Airport was as a student when our facility was far more modest than it is now. He joined the Williamson Flying Club in 1985 and, for part of that time, kept his Tripacer in one of Denny Ankrom's hangars on the south side of the field. Dick's son Jake earned his private pilot certificate at the Club

in 1987.

By 1991, the demands of life were such that Dick sold his Tripacer and stepped away from flying for a number of years.

Love of flight may be suppressed for a time, but is rarely extinguished permanently. Around 2010, Dick was attending a retirement dinner on Scottsville Road for a fire chief. On a whim, he stopped into Bill Law's flight school and took a ride in a Cessna 172. Despite

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Hegedorn Strip



Instructor Joe Feigel at the first landings at Hegedorn Strip

## Member Spotlight: Dick Swingly by Chris Houston

*(Continued from page 5)*

the passage of nearly two decades, he comfortably completed an unassisted take-off. Everything just felt right. He rejoined the WFC in 2012, amazed at the changes and various upgrades that had occurred on the field during his time away. He checked out in a Club plane with instructor John Lauster and shortly thereafter purchased his current airplane, a 150 HP Cherokee 140 previously owned by member Joe Ebert.

One of his earliest and most unanticipated adventures occurred while flying the Tripacer with his daughter and one of her friends. They flew to Penn Yan for the annual July 4th fly-in. At the time, Dick based the Tripacer in a leaky old hangar at Palmyra. Water in the pitot static system resulted in an exaggerated indicated airspeed (i.e., pegged at the high end of the airspeed indicator), requiring Dick to use other clues to determine a safe airspeed to land. "That's where training comes in," Dick asserts, giving credit to his primary instructor Joe. This incident occurred before runway 1/19 was built at Penn Yan, so Dick was further challenged by landing downhill on runway 28. Once on the ground, he tipped the airplane back on its tail to drain the water out of the system and the airspeed indication went back to normal for the return flight.

More recently, Dick and member Greg Arserio were in the Cherokee en route to Alton Bay. They were east of Syracuse over Oneida Lake when the engine started running

rough. They made an emergency landing at Syracuse, right on the numbers, and discovered that the airplane had suffered an unlikely dual magneto failure. The impulse coupling in the left magneto had failed and the condenser wire in the right magneto was shorted. Member Tom Carter was dispatched in 85X to rescue the pair from their unanticipated adventure.

Dick graduated from High School in Webster in 1957 and earned a Bachelor's degree in Business Administration with an Accounting Major from the University of Rochester in 1962. But rather than going straight to work, Dick spent two years in the Army after receiving a draft letter signed by John F Kennedy. He was stationed in the Everglades, living and working in a compound of generator-powered tents, a battery with missiles aimed at Cuba. He put that fancy college degree to work serving as the battery clerk. Dick was well served in this job by an uncanny memory for numbers.

After the Army, he worked in accounting for the Stromberg Carlson Co in Rochester for a few years before resigning and starting his own auto repair shop in April of 1970. It was there. In 1979, that his customer Joe approached him with an opportunity to learn to fly. Dick ran this business for 30 years before selling to a former employee just prior to the end of the previous millennium.

He has been active with the Webster Fire Department since 1959

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



Dick Swingly during his stint in the United States Army

and is currently serving his 15th year as Fire Commissioner. It was at the fire station, on July 11, 1965, when Nancy McMaster first strolled into his life. After a whirlwind courtship, they were married 33 days later. When you know, you know. They were married 53 years

*(Continued on page 7)*



## Outings: Ice Cream Island, Dansville Municipal Airport (DSV), 04 August 2021



On the evening of August 4, ten people in four aircraft (it should have been five, but one had a starter issue...it's good to have friends), flew to Dansville for ice cream and a great time was had by all. Photographs are provided courtesy of Rainer Stellrecht.

### Member Spotlight: Dick Swingly by Chris Houston

*(Continued from page 6)*  
and raised five children together before Nancy's passing in 2018.

Not one to sit idle in retirement, Dick has been involved with both Webster and Wayne Central Schools, driving school buses, training drivers, and administering bus driver "check rides" (not what they're actually called, but let's put these examinations into proper pilot vernacular). He retired from Webster in 2014 and continues to drive for Wayne.

What's next for Dick? In the near term, in addition to his role as Fire Commissioner and driving school buses for Wayne, he is currently serving in his third, three-year term as a Director for the WFC. His airplane is ready and waiting for the next adventure. And the airport grass always requires mowing — that's a lot of inexpensive therapy for a busy pilot!

## Outings: Hagerstown Aviation Museum and The Grille at Runways, Hagerstown Airport (KHGR), 07 August 2021



Members Dan Probst, Michael Abate, and Chris Karpenko flew to Hagerstown, MD to explore the Hagerstown Aviation Museum. They were joined by Dan's friend Sean and Jack Abate, who owns a Cherokee based in Royalton. The group received a personalized tour from the museum manager. Lunch was at The Grille at Runways, which Dan described as "top notch". Photos courtesy of Dan Probst.



## Congratulations!



There were many member milestones to be celebrated this month! Congratulations to the following WFC members who successfully completed their first solos:

- Austin Dailey on July 21 (top row, right)
- Jared Downing on July 27 (top row, center)
- Kevin Simpson on August 4 (bottom row, right)

While the first solo is a massive achievement and a memory that these members will not soon forget, two of our Williamson Flying Club instructors also achieved noteworthy milestones:

- Gabe Orange-Paton, who soloed his first student, Austin Dailey, on July 21 (top row, right)
- Dan Adams, who soloed his first WFC student on August 4, Kevin Simpson (bottom row, left)

### Thank You!

Tony Alesci at the helm of 6ES (Chris Houston)

Every Saturday during the summer, Tony Alesci brings the membership together for lunch at KSDC. We want to take a moment to express our appreciation for Chef Tony's dedicated enthusiasm to this weekly event!

Scott and Kim Lasky (Chris Houston)

Speaking of good food, thanks also to Scott Lasky for organizing August 14th's excellent annual picnic!

Your efforts make our club a better community! Thank you!



## Activities Committee Update

by **Chris Houston**

Your Activities Committee continues to plan interesting events (at least, in our opinion) for the membership. An overview of upcoming events is given in the calendar at right with WFC events highlighted in bold.

### Recap:

- On July 24, we successfully flew to Detroit to visit the Henry Ford. See Outings, page 4. By group consensus, the day trip was changed to an overnight. Unfortunately, two aircraft and their passengers were unable to participate due to instrument conditions prevailing in the Detroit area. For those able to go, it was a great example of flying across Canada, light IFR (including an approach at the destination), and a really interesting visit to a fantastic museum housing many of our nation's treasures.
- An August 1 trip planned to Old Rhinebeck was cancelled due to a questionable weather forecast and lack of interest.
- The WFC again descended on Dansville for ice cream on August 4. See Outings, page 7.
- August 7 found club members at Hagerstown, MD receiving a personalized tour of the Hagerstown Aviation Museum and enjoying lunch at The Grille at Runways. See Outings, page 7.
- On August 14, we held our annual club picnic. Thanks to all who cooked, contributed, and attended!

### Upcoming Events:

For remaining events this year, this is a reminder that we encourage ride sharing, especially for student pilots. If you need a ride to any of these events, contact the organizer identified in each event notification. Seat availability will vary with attendance. All events are weather permitting.

- August 22: We are planning a day trip to Long Island where we will visit the [American Air Power Museum](#) and the [Cradle of Aviation Museum](#). Look for an invitation to this event shortly with more details.

## Upcoming WFC and Local Events

Saturday August 21	58th Annual Antique Airplane Club of Greater New York Fly-In. Lufker Airport [49N]. All GA aircraft welcome. Bomb drop contest, spot landing contest, BBQ dinner, camping welcome. For more information, contact Bob Mott at 631-245-0829.
Saturday August 21	Fly-in pancake breakfast, St. Mary's Municipal Airport [KOYM], 8:00 am–10:30 am
Sunday August 22	<b>WFC Fly-Out to Long Island (KFRG) with visits to the American Air Power Museum and Cradle of Aviation Museum. Details coming...</b>
Saturday August 28	Piseco annual fly-in pancake breakfast [K09]. 8:00 am–11:00 am
Sunday August 29	<b>WFC fly-out to Basin Harbor [B06] for lunch at the Red Mill. Grass strip only—members flying club aircraft require a grass check-out.</b>
Sunday September 5	Pancake breakfast, Whitfords Airport [B16], 7:30 am –12:00 pm
Sunday September 5	Pancake breakfast, EAA 533, Elmira-Corning Regional Airport [KELM], 8:00 am–11:00 am.
Monday September 6 Labor Day	Fly-in pancake breakfast, Geneseo Airport [D52], 8:00 am–12:00 pm. Geneseo is turf-only.
Saturday September 11	Fly-in pancake breakfast, Kline Hill Airport [NY1], 8:00 am–12:00 pm. Kline Hill is turf-only.
Sunday September 12	<b>WFC fly-out to Luray Caverns [KLUA]. Details coming...</b>
Sunday September 19	<b>WFC fly-out to Ticonderoga [4B6] to visit the Star Trek Original Set Tour. See the <a href="#">WFC Flyer, March 2019 issue</a>, "Cool Places To Fly". Details coming...</b>

- Selected events are generally within 150 nautical miles. For additional events in the wider area, please see the WFC [Upcoming Fly-Ins listing](#).
- Items in **bold** are sponsored by the WFC Activities Committee.
- Saturday lunches will run at SDC every Saturday at noon starting June 5 until October (end date TBD).
- August 29: We will be visiting one of the smoothest turf runways in the region at [Basin Harbor, VT \(B06\) and enjoying lunch at the Red Mill Restaurant](#).
- September 12: [Luray Caverns](#) has some of the most spectacular formations in the country and it is located within easy reach by GA aircraft. The airport (KLUA) and cavern are owned by the same organization and ground transportation is provided between them. This is a great family trip!
- September 19: We're headed to Ticonderoga (4B6) to visit the [Star Trek Original Series Set Tour](#). Ever wanted to sit in Captain Kirk's chair? Now you can. A must-do for science fiction fans!

We have other excursions planned into October such as our annual fall foliage flight to Lake Placid (Oct 2) and the annual BBQ at Benton Airport (Oct 16), plus our annual Christmas party (Dec 4). Stay tuned!