

WFC Flyer



Sunset over the Williamson-Sodus Airport, 17 August 2021 (Chris Houston)

Important Dates:

General Meeting
September 9, 2021
WFC Clubhouse

Board Meeting
October 7, 2021
WFC Clubhouse

General Meeting
October 14, 2021
WFC Clubhouse

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Williamson Flying Club Newsletter September 2021

From the President's Desk by Randy Christian

Hello WFC family. This month I wanted to give an update on the latest news with the rental fleet. As mentioned at past member meetings and in this column, the board decided to sell N736ES and expand the fleet from four to five aircraft. With the sale of 6ES, phase one of this process is now complete. On August 20, 6ES departed the Williamson Sodus Airport for her new home in Mississippi.

This is a plan that we were finally able to put into motion as part of a phased process. Our plan is to not only increase the size of the WFC fleet but to do so with similar PA-28 aircraft.

Our thought process is that, if we have similar PA-28 aircraft available, it will be

much easier for members to transition between aircraft across the entire fleet. Along with that, our intent is to reduce the strain put on our current training fleet by spreading the load over three training aircraft instead of just two (N9855W and N701DT). Lastly, we believe that these changes will balance the hours flown by all of our aircraft and, hopefully, result in an overall increase in hours flown.

The next phase in this plan is the search for aircraft. In this highly competitive market, it's a challenge to not only locate a desirable aircraft but locate one before it's already been sold. I am confident that we will be successful in our search and that the

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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

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“Our plan is to not only increase the size of the WFC fleet but to do so with similar PA-28 aircraft. Our thought process is that, if we have similar PA-28 aircraft available, it will be much easier for members to transition between aircraft across the entire fleet.”

Aviation Quote

“The machine does not isolate man from the great problems of nature but plunges him more deeply into them.”

— Antoine de Saint-Exupery, *Wind, Sand, and Stars*

From the President’s Desk by Randy Christian

(Continued from page 1)
club will be better for it overall.

Stay tuned for more updates! I look forward to sharing new information with you all as our search unfolds.

Blue skies,
Randy

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

Cool Places To Fly by Chris Houston

Author’s Note: This continues the series of interesting places I was fortunate to visit during my trip through the southeastern US this summer.

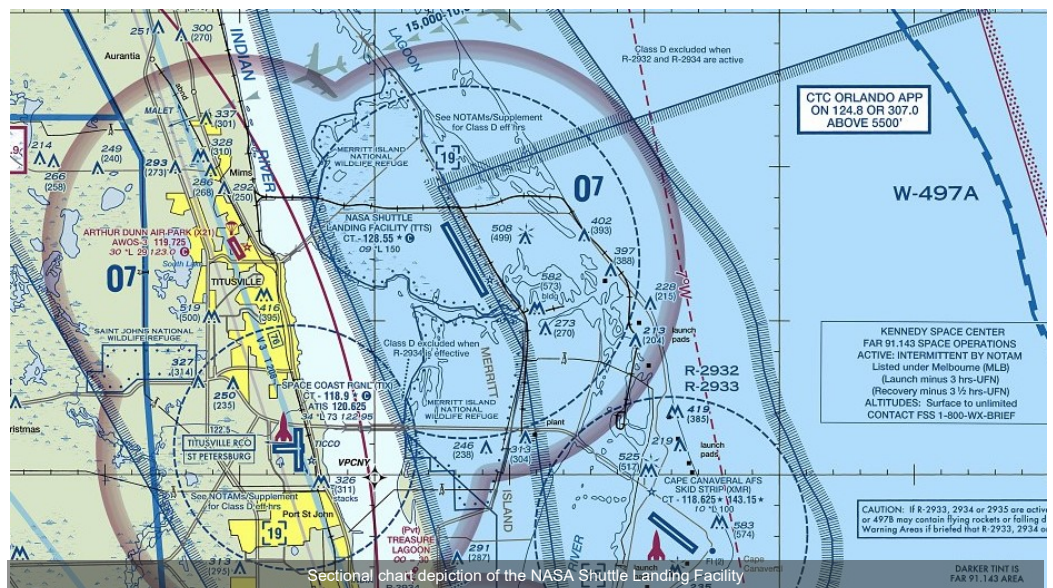
Destination: NASA Shuttle Landing Facility, Titusville, FL (KTTS)

Distance from KSDC: 893 nautical miles (yes, a long way to go from KSDC for a place where you cannot land)

Why It’s Cool: The NASA Shuttle Landing Facility (SLF, identifier: KTTS) on Merritt Island was purpose built to recover shuttles from orbit. The runway is 300 feet wide by 15,000 feet long, making it one of the longest runways in the world.

The facility is currently used for commercial purposes and is frequently blanketed by temporary flight re-

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Cool Places To Fly by Chris Houston

(Continued from page 2)

strictions (TFRs). However, when no restrictions are in place, NASA Tower is happy to accommodate general aviation pilots in a low pass or two. Internet accounts of minimum descent altitudes vary from 100 to 500 feet. Regardless of how low one goes, landings are not permitted.

For our overflight, we were two airplanes and seven people. My brother in law Nate and my daughter were aboard my Warrior. We followed Skyhawk 41H piloted by Darrell, a good friend and former Le Roy, NY pilot now living in DeLand, FL. Accompanying Darrell were his two sons and Williamson Flying Club member Zach Wilkie, currently working his way through FAA ratings as an Embry Riddle student in Daytona Beach, FL.

Darrell called NASA Tower by phone and spoke with a very enthusiastic and accommodating controller there about overflight limitations. We decided to fly after 5:00 pm once both the heat of the day and the ubiquitous Embry Riddle training planes had largely dissipated from the air. NASA Tower is strictly a Monday through Friday, 8:00 am to 5:00 pm gig, meaning that the tower would be closed when we arrived. Thus, we needed to self-announce our intentions as



Lined up on runway 15 at the SLF. NASA's Vehicle Assembly Building is visible to the left.

though at a non-towered airport like Williamson-Sodus. Beyond that, the controller laid out two critical rules for us.

First, he was adamant that we not descend below 500 feet. It might be tempting to clarify whether that limitation was 500 feet above the ground or 500 feet above sea level, but the SLF field elevation of nine feet makes that distinction an academic one. For my part, I was disappointed that the tower would be closed. It would have been super cool to call up NASA Tower in flight. Second, we were not to go east of the runway, which would place us in restricted airspace (note the sectional chart on the previous page).

We rendezvoused at DeLand Airport (KDED). While it was my first

landing there, it was not the first for my airplane. The only accident on the books for my Warrior occurred at DeLand in 1982 when a student landed her short of the runway. So this was a return to the scene of the crime.

Two miles in trail behind Darrell's Skyhawk, we lined up on the massive SLF runway after Orlando cut us loose from flight following. With the tower closed, we self-announced on CTAF. I actually hand flew the GPS-based instrument approach procedure to the SLF's runway 15. We were amused by the navigational fixes along the procedure: EARTH, ROCIT, and STARS. The approach for the reciprocal runway uses COMET, MOONS, ORRBT, SPACS ("space?"),

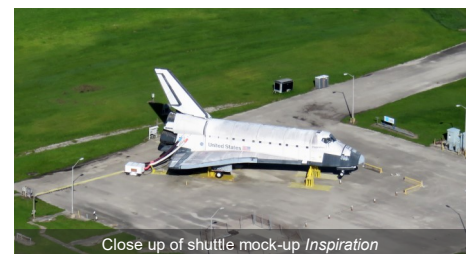
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Zach Wilkie, Neil, and Darrell (Darrell)



NASA Tower and Inspiration (foreground), VAB (background)



Close up of shuttle mock-up Inspiration

Cool Places To Fly by Chris Houston

(Continued from page 3)

and LEUNA as waypoints. Both are wonderful examples of bureaucratic humor (as oxymoronic as that might sound).

The massive runway below was breathtaking, an effect intensified by its role in the space program. For a moment, I thought to myself, this is the same view a shuttle pilot would have had returning from Earth orbit. But I realized that thought was foolish; my Warrior is a better glider than the space shuttle and a shuttle pilot's perspective would be from a much steeper approach angle. Still...pretty cool.

The iconic, 525 foot tall NASA Vehicle Assembly Building (VAB) loomed in the distance, situated deeper in restricted airspace. NASA Tower stands about midfield along with a realistic shuttle mockup called *Inspiration*. Along the Atlantic ocean, various other launch pads could be seen but not visited due to restricted airspace.

After our low pass of the nearly three mile long runway, we flew a teardrop pattern back to the approach end of runway 33 and did another 500 foot pass in the opposite direction before returning to DeLand for an excellent dinner at the on-field Gin Mill restaurant. We could smell the burgers cooking while still rolling out from the landing. And they were good.

Overall, this was a great experience for any space program enthusiast!

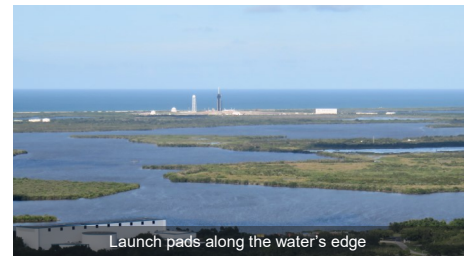
Related WFC Member News: Zach had a 10:30 pm check ride for his CFII rating after dinner that evening, 15 July 2021. He passed! Congratulations, Zach!

Tips:

- GA aircraft are not allowed to land at the SLF.
- The SLF is often subject to TFRs. Check NOTAMs!
- During operating hours, NASA Tower is the controlling authority. They are generally flexible with low pass requests. Though we were told to go no lower than 500 feet, there are other pilots who have reported lower overflights. Your mileage may vary. After hours, the field reverts to uncontrolled and pilots need to self-announce on CTAF.
- Do not stray east of the SLF runway 15-33. Restricted airspace begins immediately east of the runway.
- The Gin Mill at DeLand makes a tasty burger. If you go, be cognizant of skydiving operations. Do not overfly any portion of the DeLand Airport.
- The area is quite crowded with Embry Riddle students. Keep your head on a swivel and take note of Alert Areas like A-294 immediately south of Daytona Beach that hosts significant training traffic up to 4,000'.
- Airspace in the area is reasonably complex and includes the Orlando Class Bravo, the Sanford and Daytona Charlies, and a number of military, restricted, warning, and alert areas. Study your charts!



NASA Vehicle Assembly Building (VAB)



Launch pads along the water's edge



NASA Vehicle Assembly Building



Lining up for a second low pass, runway 33



Obligatory Florida swamp photo (when in Florida...)



Darrell and sons, Zach, Chris and The Bear as KDED (Nate)

Trip Report: Vermont Adventure by Paula Sippel

Are you interested in a new adventure, a different challenge, or an opportunity to stretch your wings? Consider a new adventure and join the Williamson Flying Club on one of our many upcoming excursions (See Activities Committee Update on page 8 of this issue). I decided that I wanted to go to the Basin Harbor (B06) fly out in Vermont on August 29th and — weather permitting — the annual Fly-in and Pig Out BBQ in Benton, PA in October. However, those activities would be a challenge for me because both destinations are grass strips. Like most pilots, I had practiced soft-field landings and takeoffs on a paved runway, but I have never actually landed on grass.

I embarked on the beginning of my new adventure by scheduling a lesson with Club CFI Mike Bebernitz and, late one afternoon, we flew to Geneseo (D52). First, I contacted the airport to check on field conditions. I was informed that the runway was dry and that the grass was cut short due to the recent air show. In addition, the Rocket Club was launching rockets that afternoon. The club keeps a radio handy and listens for incoming aircraft. Much to our amazement, we saw a rocket depart the earth as we were approaching. Pretty cool!

I thought a grass airfield would be difficult to locate, but it appeared as anticipated off the nose of the plane. It always helps to look at the satellite image of a new destination before venturing there to learn the local landmarks. Landing on grass is somewhat different than pavement. My first time land-

ing, I didn't have quite enough power, but managed to keep the airplane rolling. Landing on grass was nice and smooth, almost forgiving. My next takeoffs and landings were great. After this experience with Mike, I knew that I was ready for a new adventure on the turf at Basin Harbor, VT on August 29th. As a side note, if you want to land on grass with a WFC aircraft, you will require a grass checkout with a club instructor and at least 150 hours logged.

I decided to combine my goal of visiting Basin Harbor with a flight to Vermont to visit my son-in-law's parents for the weekend. We would fly to Edward Knapp State Airport in Vermont (KMPV) on Saturday, then over to Basin Harbor for the luncheon on Sunday.

Steve and I departed KSDC on Saturday, August 28 for Vermont with a promising forecast along a route north of the Adirondacks where ceilings were expected to allow a cruise altitude of 7500 ft. The route south of the Adirondacks was questionable due to a low ceilings forecast at approximately 3000 feet. My original plan was to fly to Adirondack Regional, then through the cut in the mountains to Plattsburgh, then head southeast to Burlington, and navigate the 89 corridor (as they call it in Vermont) to Knapp State Airport.

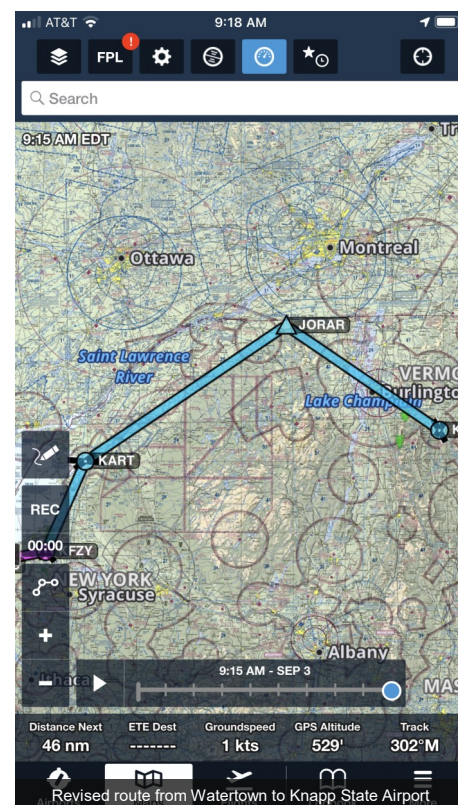
Well in aviation, we need to be flexible and always have an alternative plan! South of Watertown, the ceiling dropped to 5500 feet and there appeared to be a lower overcast layer over the mountains. I

decided to land at Watertown International (KART), review the weather, and recalculate my route.

My new plan was to continue VFR flight at a lower altitude of 4,000 feet farther north of the mountains and closer to the St Lawrence River (KART, JORAR, KMPV). This route passed several other airports (Potsdam, Malone, Plattsburg, and Burlington) in case the ceiling continued to drop and I needed to land.

Whenever I travel, I always use VFR flight following. I informed Wheeler Sack Approach prior to landing in Watertown that I planned to review the weather

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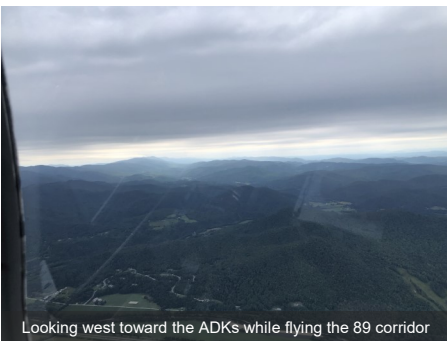


Trip Report: Vermont Adventure by Paula Sippel

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and then continue my journey. When I contacted Wheeler Sack after take-off from Watertown, they provided me with the same squawk code I had earlier and I continued on to Vermont.

After landing at Knapp State Airport, we connected with John from Vermont Flying Service. He assisted with fuel (Knapp State is full service only) and tie downs (\$5.00 night). Knapp is in close proximity to Montpelier, the Capital of Vermont. Montpelier is the smallest state capital in the US and maintains its historic features including



Looking west toward the ADKs while flying the 89 corridor



After arrival at Knapp State Airport in Vermont

the gorgeous gold-domed State House. We met with our friends, Jeff and Chris, and were looking forward to the flight to Basin Harbor the next day for lunch. Unfortunately, the trip to Basin Harbor was cancelled due to weather. Hopefully, the weather will be good for the Benton, PA trip on October 16th for some more grass landings.

While in Vermont, we drove to Stowe and ventured to Smugglers' Notch situated in a pass through the Green Mountains in Lamoille County along Route 108. It was a really cool drive as the road winds and narrows with some very tight turns. The view was limited as the area was somewhat foggy.

We also visited a really cool com-

Info	Weather	Runway	Procedure	NOTAM
METAR	TAF	MOS	Daily	Winds
● IFR 25m ago				
Visibility	10 sm			
Clouds (AGL)	Overcast 700'			
Temperature	16°C (61°F)			
Dewpoint	13°C (55°F)			
Altimeter	30.26 inHg			
Humidity	82%			
Density Altitude	1,384'			

A dreadful METAR Sunday morning, no Basin Harbor for us

pany, [Johnson Woolen Mills](#), located in Johnson, VT. The mill dates back to 1842 when farmers bought their wool to the mill to have it woven into cloth. The factory is located next to a store. Cur-

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Low ceilings over Smuggler's Notch on Sunday



At Smuggler's Notch in Vermont



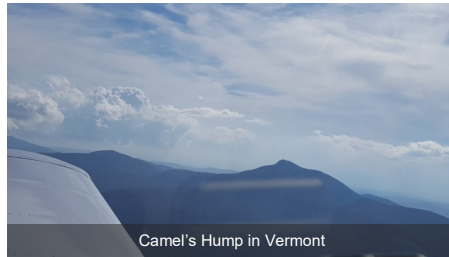
Smuggler's Notch, Man in the Mountain

Trip Report: Vermont Adventure by Paula Sippel

(Continued from page 6)

rently, the company makes woolen shirts, jackets, pants and a variety of other products. This is a really cool shop, but be prepared for higher prices. With that said, the quality of the products is well worth the price! We left with some presents for others and something for each one of us.

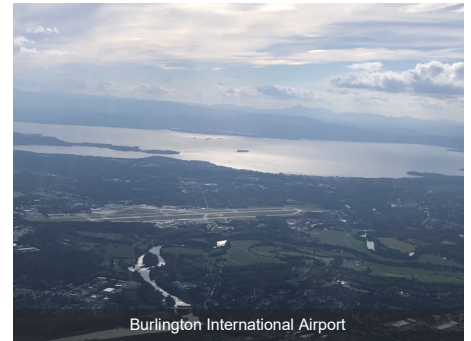
We departed Knapp State late afternoon on Monday after some rain cells passed through the area and the weather cleared. Reviewing the forecast, I chose the northern route around the mountains again due to lower ceilings to the south. As always, I used flight following. I enjoy the ability to talk to ATC and appreciate their traffic advisories and weather information. Shortly after we left Ver-



Camel's Hump in Vermont

mont, ATC announced an advisory for convective weather including storms and lightning over western Vermont. As we headed west, the weather constantly improved. The flight home on Monday treated us to smooth air and a beautiful sunset.

Though part of my goal for the weekend was to land on the grass at Basin Harbor, there was plenty of real world weather experience to be gained in getting ourselves to Vermont and back. It was another



Burlington International Airport



Crossing Lake Champlain on the way back to KSDC

successful adventure and I am looking forward to the next one!

Outings: Annual Pancake Breakfast in Piseco (K09), 28 August 2021



Southerly approach to K09 over Piseco Lake (Chris Houston)



Chris Houston, Tom and Alicia Carter (Jamie Oliver)



Dan and Mary Dorschel arrive for breakfast (Chris Houston)



Jamie Oliver and Chris Houston (Jamie Oliver)



Pancakes! (Chris Houston)



Tom Carter launches from Piseco (Ray Bedard)

August 28th was a gloomy day, indeed, but three aircraft and six people from the Williamson Flying Club made it to the pancake breakfast in Piseco. Additional photos can be found at this link from [Ray Bedard](#), who took photographs of many arrivals and departures, including all WFC member aircraft in attendance.

Activities Committee Update by Chris Houston

It's hard to believe that another fall is nearly here. I hope that everyone got to indulge their love of flight, build some hours, learn something new, or explore someplace great. Speaking for myself, I have had some wonderful summer experiences, some with family and others with WFC members.

Along those lines, there are still some events coming this year where you can have an adventure with other WFC members. Weather is always a factor, of course. For example, our day trip to Long Island on August 22 was scuttled by Hurricane Henri. Our trip to Basin Harbor, VT on August 29 was cancelled due to low clouds and thunderstorms.

Here's the list of what's still planned. Remember, if you're a student in search of a ride, please reach out and we will connect you with a pilot who has an open seat.

- 12 September: **Luray Caverns** (KLUA). We will plan to be on the ground at LUA by 10:30 am. The cave and airport are owned by the same people and ground transportation to the cave is readily available at the airport. We will plan an early lunch in town and tour the cave. See the [Luray Caverns website](#) for more info. Contact Ed Ciolkowski with questions.
- 19 September: We will fly to Ticonderoga, NY (4B6) to visit the [Star Trek Original Series Set Tour](#). We will plan to depart KSDC at 8:00 am. Contact Scott Lasky if you have questions or need a ride. We ask that everyone RSVP on the

event calendar so that we can plan ground transportation accordingly.

- 02 October: Annual fall fly-out to **Lake Placid**. This is a great opportunity to sample a reasonably manageable mountain airport and see some beautiful fall color. We will plan lunch in Lake Placid before returning. Details coming.
- 09 October: Chef Tony is at it again! **Thanksgiving in October** is the grand finale to each season's Saturday lunches at KSDC. In the final lunch gathering of the year, Tony will be cooking multiple turkeys. This is an opportunity to enjoy a great meal while the weather is likely to favor an outdoor event. Dishes to pass and donations to the lunch fund to cover costs are encouraged.
- 16 October: Fly-out to the annual **Benton Airport (PA40) "Fly-In and Pig Out"** BBQ. Benton

has a relatively short (~2200') turf runway. Pilots hoping to fly WFC aircraft will require 150 hours and a grass check out with a club instructor. Aircraft loading considerations will be very important. See "Cool Places To Fly" in the [December 2019 issue of the WFC Flyer](#) for a flavor of this event. Details coming.

- 04 December: **Annual WFC Christmas party**. This will be held at the Blue Heron Hills Golf Club in Macedon, NY. Back by popular demand is comedian Sky Sands who had everyone in stitches at our 2019 event. This should be a great evening out. Save the date and watch for more details closer to the event.

And there you have it! We hope that you can join us. If you have any questions whatsoever, feel free to reach out to me directly.

Images by Jamie Oliver



04 September 2021 was a beautiful day for low and slow in an amphibious Searey! This photo was taken over the Port of Rochester in Charlotte.

Congratulations!



Congratulations to Dave Lindsay, the Williamson Flying Club’s newest instrument rated pilot! Well-earned on 24 August 2021.

A 9/11 Memorial in Turf submitted by Frances Englund



Recent aerial photo of the USA field near Branchport. (Frances Englund)

Have you ever been flying west of Penn Yan and seen a field that reads “USA”? WFC pilot Frances Englund recently learned about the field from John Kucko’s Facebook page and went in search of it. The field was created just prior to the July 4th holiday in 2002 by property owners Gary and Denise Cronk as a memorial to the events of September 11, 2001. 19 years later, the field is

Upcoming WFC and Local Events

Saturday September 11	Fly-in pancake breakfast, Kline Hill Airport [NY1], 8:00 am–12:00 pm. Kline Hill is turf-only.
Saturday September 11	Fly-in at Sky Manor Airport [N40]. 10:00 am–2:00 pm. Food and beverages, aircraft awards. Sponsored by EAA 643.
Sunday September 12	Fly-in pancake breakfast, Oswego County Airport [KFZY], 7:30 am–11:00 am. Hosted by EAA 486.
Sunday September 12	WFC fly-out to Luray Caverns [KLUA]. Plan to arrived at KLUA at 10:30 am (roughly 8:00 am wheels up for most Cherokee / Skyhawk type aircraft). We’ll have an early lunch in town, then explore the cave. Ground transportation provided by the airport.
Sunday September 19	WFC fly-out to Ticonderoga [4B6] to visit the Star Trek Original Series Set Tour. Wheels up at 8:00 am, land at 4B6 by 10:00 am. Late breakfast at Libby’s Bakery Café. Planning the noon tour. See the WFC Flyer, March 2019 issue, “Cool Places To Fly”.
Saturday October 2	Annual WFC fall fly-out to Lake Placid [KLKP] for lunch. Details coming soon.
Sunday October 3	Fly-in pancake breakfast, Elmira-Corning Regional Airport [KELM]. EAA 533 hangar (no fees for parking there). 8:00 am–11:00 am.
Saturday October 9	Leaf-peeper fly-in, Rutland Airport [KRUT], 8:00 am–1:30 pm.
Saturday October 9	Aviation Day fly-in, Chapin Field [1B8], 9:00 am – 4:00 pm. Hamburgers/ hot dogs and many other delights. Aerobatics display weather permitting. Chapin is a 2100’ long turf-only runway.
Saturday October 9	Annual WFC “Thanksgiving in October” turkey luncheon. Held at KSDC at noon. Dishes to pass and donations toward the food fund are encouraged.
Saturday October 16	WFC fly-out to Benton Airport [PA40] for the annual “Fly In and Pig Out” BBQ. Details coming soon. See the WFC Flyer, December 2019 issue, “Cool Places To Fly” article for more information about this annual event. Benton is 2200’ long turf runway. Grass check-out required to fly a WFC aircraft there.

- 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 9 when we will wrap up with our annual “Thanksgiving in October” feast!

still maintained by Greg and Jeff MacDonald, the current owners of the farm. A [Democrat & Chronicle article](#) describes the story behind the grass memorial.

Frances provides the following directions for anyone who would seek-out this patriotic landmark for themselves:

“If you follow highway 54A out of Penn Yan on the west side of the eastern fork of Keuka Lake, the field will be on the east side of the road just before Pepper Rd and before 54A turns to go into Branchport.”