

WFC Flyer



Final Approach, runway 10, Williamson-Sodus Airport (Chris Houston)

Important Dates:

General Meeting
October 14, 2021
WFC Clubhouse

Board Meeting
November 4, 2021
WFC Clubhouse

General Meeting
November 11, 2021
WFC Clubhouse

Inside This Issue:

- From the Board, p1
- President's Desk, p2
- Cool Places To Fly: Tuskegee, AL, p3
- Thanksgiving in October, p5
- Outings: Star Trek Set Tour, Ticonderoga, p6
- Outings: Cleveland, OH, p7
- Congratulations, p8
- Calendar, p8

Williamson Flying Club Newsletter

October 2021

From the Board of Directors by Steve Murray

It's fall again and we thought this would be a good time to go over how we compute hangar rents. We begin the process with the Airport Class. We divide our budget into four (4) basic classes: Airport, Aircraft, Instruction, and Membership. In each class, we construct a budget such that our revenue is roughly equal to our expenses netting out to zero for the budgeted year.

Let's take a look at the Airport Class, which can be sub-divided into Operational and Capital costs. Operational revenue comes from two basic sources: fuel sales, and rent. Operational expenses are those things we do to keep our airport functional. In 2021, our operational expenses will be about \$165,600/yr. The top six expenditures

are salaries/credits, property taxes, loan interest, property insurance, equipment maintenance, and electric/gas utilities.

Let's talk revenue. Fuel sales generate about \$17,500 for the year in income. 48% of sales are from tenants, 35% from our rental fleet, and only 17% from transients. The remainder of our revenue comes from our tenants. To simplify things, let us classify a tenant as an aircraft "based" at KSDC. We have 47 aircraft (tenants) based at the airport and 14 aircraft located off-premises (through the fence or TTF). Those aircraft must provide for \$148,100 in revenue to balance the budget. When 47 aircraft are used to balance the budget,

(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

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

Aviation Quote

“The cockpit was my office. It was a place where I experienced many emotions and learned many lessons. It was a place of work, but also a keeper of dreams. It was a place of deadly serious encounters, yet there I discovered much about life. I learned about joy and sorrow, pride and humility, fear and overcoming fear. I saw much from that office that most people would never see. At times, it terrified me, yet I could always feel at home there. It was my place, at that time in space, and the jet was mine for those moments. Though it was a place where I could quickly die, the cockpit was a place where I truly lived.”

— Brian Shul
Sled Driver: Flying the World's Fastest Jet

From the Board of Directors by Steve Murray

(Continued from page 1)

this comes to \$3,151/yr (\$262/month). If 61 aircraft were used to balance the budget, this comes to \$2,426/yr (\$202/month).

Capital used to execute our projects comes from three basic sources: grants, loans, or membership assessments. Grants come with a local share component, a percentage of the grant that the airport must pay to receive the grant. Federal grants have the lowest local share of 5%. State grants have a higher local share ranging from 10-20%. Take a 1 million dollar grant. The FAA local share would be \$50,000. The state local share might be anywhere from \$100,000 to \$200,000. Our ineligibility to receive FAA grants has begun to have significant impact to our bottom line as was seen with the hangar infrastructure project which required an 18% local share and a commercial loan. Servicing the principle on our commercial loan requires an additional \$41,000/year. Spreading that cost across 47 aircraft results in \$872/year (\$72/month). When added to the operational cost to balance the budget, this comes out to \$334/month for every aircraft (tenant) based on the field.

A portion of these costs are offset by our commercial vendor as most of us are not paying over \$300 for a hangar. In addition, our agreements associated with those 14 TTF aircraft has begun to provide some revenue (\$11,400/year) to offset the costs being borne by the 47 tenants based on the airport property. We use a progressive rate structure that charges tenants based on their accommodation. The formula we use to evaluate an accommodation is our best effort to assess the value of the accommodation against our target

revenue numbers. This allows us to price our personal hangar rates starting at \$155/month up to \$305/month. We have been normalizing our twin hanger rates so that they reflect the typical cost of storing two (2) aircraft.

Let's address a few elephants in the room. One is associated with hangar rents and membership dues. In 2019, we eliminated having one rental fee for members and another for non-members. While tenant-members still pay membership dues, as a budget exercise we credit those dues to the airport class. If we did not do this, all

(Continued on page 3)

From the President's Desk by Randy Christian

As summer is now in our rearview mirror and fall is upon us, it's time to start thinking about this year's elections. I want to say that it really is an honor and privilege to serve on the board. There really is no better way to see and understand how the club and airport operate. So I am putting out this early reminder about elections. If you are interested in running for office, you must have credit for 6 membership meetings and be a member in good standing.

In closing I would like to add that, if you have interest, please feel free to reach out to me. If you have any questions, I am more than happy to meet with you and discuss.

Thanks again, everyone!

Blue skies...

Randy

From the Board of Directors by Steve Murray

(Continued from page 2)

hangar rents would be \$30/month higher than they are today.

The second issue is club aircraft. The 4, now 3, and soon to be 5 aircraft are not included in the 47 tenant count. Should they be included? Perhaps yes, but they are not because any shortfall in the Airport class is ultimately covered by membership dues. This is a direct result of losing our FAA entitlement funding for the Airport class requiring the Membership class "surplus" to supplement Airport class "shortfalls" in order to keep hangar rental rates as low as possible.

The final elephant is the TTF (through the fence operation) itself. For legal reasons, what we can charge for those aircraft is limited. When FAA dollars were flowing, we did not need to include those aircraft to keep rates down. That is no longer the case. These aircraft now have a viable on-field option that could be used to reduce all aircraft rents, should they choose to use it.

Hangar rent is ultimately a numbers game that pits revenue against expenses. Increase the number of tenants and we will ultimately reduce the monthly rent. This was the reason the new hangar facility was built. Controlling expenses is always on our mind but our expenses are not extravagant. Reducing our expenses would ultimately be reflected in the condition of the airport. Once the loan is paid off in 2026 we could, in theory, reduce the rent for every tenant

by \$70/month. That, of course, is not the goal. The goal is to fill those empty hangars and then use the excess revenue to fund the down stream (2025-2030) capital costs that will be required to maintain the airport once all of the grant money has dried up.

So...where are we? We have put all of our state grants on hold because the local share required can no longer be serviced by rents. We are actively searching for new tenants because that is the quickest path to controlling or even reducing rent. Filling our remaining spaces to 90% capacity would reduce everyone's rents about \$25/month. We are pursuing political solutions to restore our FAA entitlement funding. Should the political

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

solutions not bear fruit, we may have to consider a public option. We all love private ownership but continued private ownership has a price tag that may not be sustainable.

Cool Places To Fly by Chris Houston

Author's Note: This is a continuation of a series of destinations in the southeast United States.

Destination: Moton Field (06A), Tuskegee, AL

Distance: 762 nautical miles

Why It's Cool: In July 1941, the first 13 Black cadets arrived in Tuskegee, AL to begin training as

(Continued on page 4)



Cool Places To Fly by Chris Houston

(Continued from page 3)

Army Air Corps pilots. Tuskegee was home to its eponymous Institute, founded in 1881 to train African American teachers and was famously headed by Booker T Washington in its early days. In 1939, it became the first place to offer government-funded flight training for Black pilots under the Civilian Pilot Training Program.

In 1941, Moton Field, named for the second president of the Tuskegee Institute, was constructed for primary flight training of all Black pilots in World War II. Support for this program was famously boosted by First Lady Eleanor Roosevelt after she flew with Tuskegee's head of pilot training, Charles "Chief" Anderson in March of 1941. Ultimately, nearly 1000 Black pilots earned their wings at Moton Field where they trained alongside some 15,000 support staff (mechanics, clerks, parachute riggers etc). Today, those pilots are celebrated as the Tuskegee Airmen, who are best known for their skillful defense of bomber crews over the skies of Europe from the cockpits of red-tailed P-51 Mustangs. It is a long standing myth that the Tuskegee Airmen never lost a bomber. While the numbers debunk that myth, the Tuskegee Airmen nonetheless boasted superior statistics when compared to average Army Air Corps squadrons and refuted the myopically prejudiced conventional wisdom that African Americans were incapable of flying airplanes.

That the Tuskegee Airmen were extraordinary should not be surprising; they had to be. Struggling

to attain elite pilot roles in a segregated military, training in the heart of the Jim Crow south, they were allowed no margin for error. If pilot training at Tuskegee was viewed as an experiment, failure was the null hypothesis. As Charles Dryden, a student at Moton Field in 1942 said, "Our mantra was that we dared not fail..."

Today, Moton Field (06A) leads a dual existence as both a municipal airport and as the [Tuskegee Airmen National Historic Site](#) where the legacy of the Airmen is preserved and honored in the very same structures where those Black Army Air Corps cadets thrived during the early 1940s. Sadly, the nearby remains of the [Tuskegee Army Air Field](#), where the Tuskegee Airmen would have completed their training after earning their wings at Moton, is slowly being reabsorbed into the Alabama terrain.

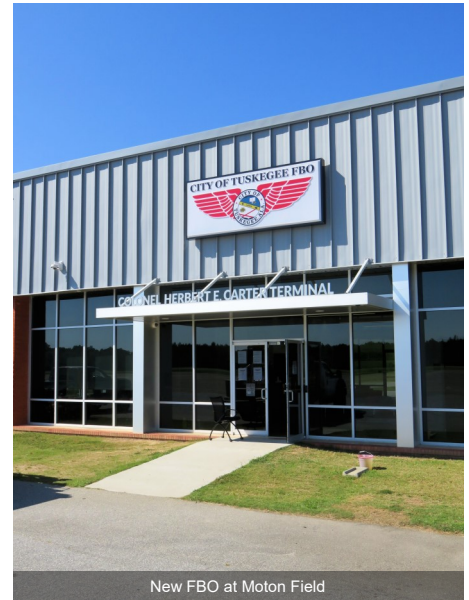
The National Historic Site is largely contained in two hangars that were the base of operations Army Air Corps training, but additional support structures are present as well.

One unique aspect of the museum is that it is not just filled with artifacts. An effort is made to introduce visitors to the people, both in written profiles and in audio recordings of the men themselves. One of the profiled pilots entered the program with Bachelors and Masters degrees in engineering from MIT. That example underscored for me how extraordinary

(Continued on page 5)



Chris' Warrior w/ National Historic Site in background



New FBO at Moton Field



Stearman inside Hangar 1



Outside Hangar 1

Cool Places To Fly by Chris Houston



Hangar 1 (foreground) and Hangar 2 (background)



Hangar 2 with control tower



Offices are filled with authentic artifacts of the era

(Continued from page 4)

these men were, to have entered the program with such accomplishments at a time when society would have actively resisted their efforts to achieve. Their fortitude was impressive and inspiring.

For students of history, especially those with an inclination toward aviation, Tuskegee is a remarkable place to visit. It had been on my list for many years before I finally managed a trip.

The airport itself is also a well-equipped, friendly place to fly. We were met immediately by a line-man who offered us fuel. At \$4.30/gal off the truck in August 2021, it was the best deal of my entire trip.

Overall, I was very glad to have visited Moton Field in Tuskegee. There were many moments that inspired quiet contemplation at there. Although the existing airfield is displaced many decades from its bustling past as an Army Air Corps training facility, I could almost envision the afterimages of the men and women who gave the place life as though time were a mere diaphanous veil. I think that this is a power that historical sites possess, the ability to summon and experience images of the past at the very point in space where they occurred.

Tips:

- Although charted as “Moton Field”, locals refer to the airport as “Tuskegee” on UNICOM.
- Fuel is reasonably priced at (\$4.40/gal currently), but it is full service only. A call ahead to verify FBO hours would be wise.
- Due to Covid and short staffing, the Tuskegee Airmen National Historic Site is only open on Fridays and Saturdays from 9:00 am to 4:30 pm. Only Hangar 1 is currently available to visit. Indoor masking is required. Monitor the [National Park Service's website](#) for updates on hours and protocols.
- As a National Park, there is no admission fee to explore the Tuskegee Airmen National Historic Site.
- More photographs and details are available on my blog, [Photographic Logbook](#).

Recommended Reading



The September / October 2021 issue of [FAA Safety Briefing](#) focuses on airports and airspace, the value of our nation's public use airports, critical “rules of the sky”, and describes a century of evolution in the national airspace system.

Thanksgiving in October



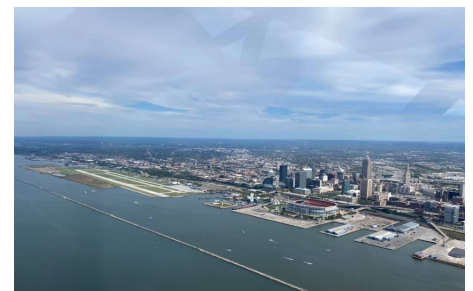
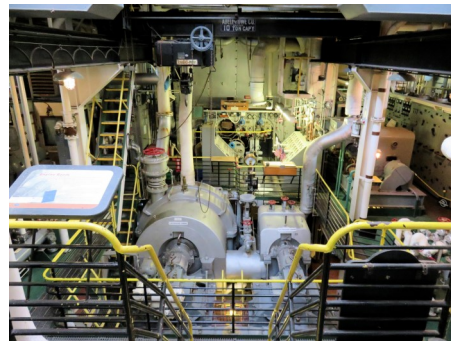
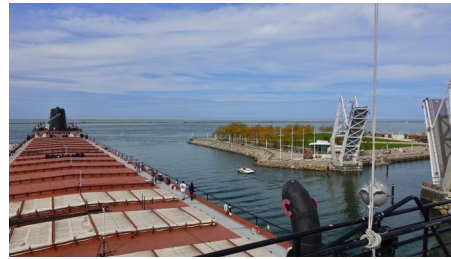
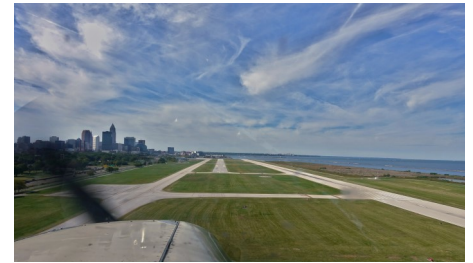
Thanksgiving came early to the WFC this year! By holding the annual luncheon on October 9, we enjoyed great weather and were able to keep the hangar door open. Thanks to Tony Alesci for his leadership (and turkey cooking skills) and to all who cooked, contributed to, and attended (40+) this year's event!

Outings: Star Trek Original Series Set Tour, Ticonderoga, NY (4B6), 19 September 2021

Members Tony Alesci, Chris Houston, Scott Lasky, Rick McCutchan, and Dan Probst boldly went where no WFC member had gone before (that we know of) and visited the [Star Trek Original Series Set Tour](#) in Ticonderoga, NY. This is a truly impressive attraction and everyone had a great time trying out Captain Kirk's chair (just a few weeks after the man himself sat in it on his 90th birthday). There is not enough room here to show everything, but we toured all the major set pieces: transporter room, sick bay, engine room, Kirk's quarters and, of course, the bridge.



Outings: Steamship William G Mather, Cleveland, OH (KBKL), 02 October 2021



We were supposed to make our annual fall color flight to Lake Placid on 02 October 2021, but the weather had other plans. Instead, 13 people in five aircraft turned their sights to Cleveland, where we landed at the spectacular Burke Lakefront Airport (KBKL), had lunch at the Winking Lizard Tavern, and explored the elusive [Steamship William G Mather](#), a restored 1925 Great Lakes freighter. We explored the 618 foot long vessel from stem to stern, from the wheelhouse to the engine room. Members Gilead Biggie, Tom Carter, Chris Houston, Scott Lasky, Dan Probst, Paula Sippel, and Steve Snyder participated. Photos were provided by Alicia Carter, Chris Houston, and Dan Probst.

Congratulations!



Congratulations to Drew Hecht on his first solo, masterfully completed on September 16, 2021!

Upcoming WFC and Local Events

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.
Saturday December 4	Annual WFC Christmas Party—Details coming!

- Items in **bold** are sponsored by the WFC Activities Committee.
- Saturday lunches have ended for 2021! See you next year!