

WFC Flyer



Departing Lake Placid, NY on 11 October 2021 (Chris Houston)

Important Dates:

General Meeting
November 11, 2021
WFC Clubhouse

Board Meeting
December 2, 2021
WFC Clubhouse

General Meeting
December 9, 2021
WFC Clubhouse

Inside This Issue:

- President's Desk, p1
- Activities Committee Update, p2
- Trip Report: Gilead Biggie, p4
- Member Spotlight: Scott Lasky, p6
- Congratulations, p10
- Christmas Party Announcement, p10

Williamson Flying Club Newsletter November 2021

From the President's Deck by Randy Christian

Hello fellow club members! This month, I want to give a high level overview of a few things that are ramping up.

First, the annual Christmas party is scheduled for December 4 and the Activities Committee will provide more detailed information in this month's newsletter. I am sure that the party will be on the agenda for the November 12 membership meeting and a notification will go out through the a.S.o.S. system.

Next up, we are still working on adding a third training aircraft (PA-28-140). However, our most recent attempt involved a -140 in Ohio that was in much poorer condition than advertised. This was obvious once we inspected it firsthand. Addi-

tionally, we are still in search of another "travelling" airplane like N1185X. Sadly, we had to walk away from an Archer in Texas because we discovered too many issues upon inspection. From unreported major damage to the overall condition of the aircraft, neither airplane was the right one for the WFC. I want to assure the membership that we will not buy an aircraft that does not live up to our club standards!

It is also hangar lease time again. Mike Bjerga has been working hard at getting these out to all hangar tenants. I sincerely hope that Steve's informational article about hangar lease pricing in October's newsletter helped promote a better under-

(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

Recommended Reading



The November / December issue of [FAA Safety Briefing](#) focuses on FAA efforts to inspire our nation's youth to pursue aerospace careers.

Aviation Quote

“With a short dash down the runway, the machine lifted into the air and was flying. It was only a flight of twelve seconds, and it was an uncertain, wavy, creeping sort of flight at best; but it was a real flight at last and not a glide.”

— Orville Wright
Describing the first flight of the 1903 Wright Flyer

From the President's Desk by Randy Christian

(Continued from page 1)

standing of how hangar rents are determined. Our goal is to be transparent with our membership and help our members gain a solid understanding of the decisions being made by the board.

Finally, I want to mention that we are quickly approaching the end of the year and elections. If you are interested in running for an office, please

make sure you are eligible to do so. As I have offered in the past, if you are interested in serving on the board but have questions, please do not hesitate to contact me. I will be assembling a Nomination Committee for the 2022 election and plan to schedule time to discuss the requirements of this committee.

Blue skies,
Randy

Activities Committee Update by Chris Houston

With the time change, shorter days, and less predictable weather, it's fair to say that fly-out season is largely over for 2021. I thought I'd take a moment to revisit our accomplishments for the year and provide some details about our final planned event of the year, the annual WFC Christmas party.

Recap

Your Activities Committee planned twenty events in 2021. Weather limitations prevented seven of them from happening, giving us a success rate of about 65%. Casualties of 2021 included fly-out trips to Niagara Falls, Piseco for a club picnic, Old Rhinebeck, Long Island to see the American Air Power and Cradle of Aviation Museums, Basin Harbor, Luray Caverns, and the Benton Airport Fly-In and Pig Out BBQ.



At the Glenn Curtiss Museum, 01 May 2021 (Chris Houston)

While disappointing, the silver lining in all of this is that we have a terrific rough draft for adventures in 2022!

Successful events included:

- A road trip to Hammondsport, NY to celebrate the legacy of New York's aviation pioneer Glenn Curtiss (May 1).

(Continued on page 3)



At Hangars Café (Sky Acres, 44N) after flying the NYC skyline on 22 May 2021 (Jamie Oliver)



One World Trade Center (Chris Houston)

Activities Committee Update by Chris Houston



Ice cream at Dansville Municipal (Dan Probst)



WFC at Venango County Regional Airport (Chris Houston)



Dining in Detroit (Mike Kovalesky)



Eman and Ziad Safadi in Detroit (Chris Houston)

(Continued from page 2)

- An adventure in the New York Bravo to view the always spectacular Manhattan skyline (May 22).
- Negotiating the 20 foot wide "sidewalk" runway at Re-Dun Field (17NK) for the annual Memorial Day pancake breakfast with the Awe-Ja-Magic automated pancake maker (May 31)
- A delicious evening excursion to Primo Barone's at Venango Regional (KFKL) for dinner (June 6).
- An IFR run to Detroit (KDET) for an overnight excursion where we visited The Henry Ford Museum and Ford's Rouge F-150 production facility (July 24).
- A flight to Hagerstown, MD (KHGR) for an excellent lunch at The Grille at Runways and a personalized tour of the Hagerstown Aviation Museum that specializes in Fairchild Aircraft once manufactured there (August 7).
- Our annual club picnic at KSDC (August 14)
- Participation in the annual Speculator Pilots Association fly-in at the Piseco Airport (K09) in the southern Adirondacks (August 28).
- Exploring the Starship USS Enterprise in Ticonderoga, NY (4B6, September 19).
- Despite a weather cancellation of our annual(ish) fall color flight to Lake Placid, we rerouted to scenic Burke Lakefront Airport (KBKL), enjoyed lunch in Cleveland, OH, and explored the impressive Steamship William G Mather, a 1925 Great Lakes freighter restored as a museum ship (October 2).
- We enjoyed a delicious early Thanksgiving meal at KSDC at one of our best-attended events of the year (October 9)
- There were also a handful of evening excursions to Ice Cream Island at the Dansville Municipal Airport (KSDC)

(Continued on page 4)

Contribute to the Newsletter!

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

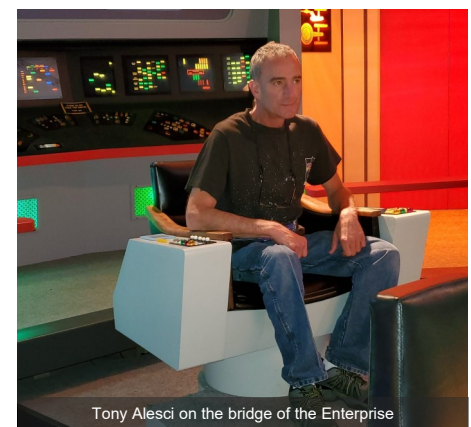
We're always looking for an opportunity to showcase how our members enjoy aviation. Or maybe you have a great story to tell? We'd love to share it. We'll even help you write it!

Submit your photos and stories to the newsletter by emailing:

Newsletter@williamsonflyingclub.com



At the Hagerstown Aviation Museum (Dan Probst)



Tony Alesci on the bridge of the Enterprise



WFC in Cleveland, OH (Dan Probst)

Activities Committee Update by Chris Houston

(Continued from page 3)

throughout the warmer months.

- Last but not least, Chef Tony Alesci fed dozens of hungry aviators each Saturday from June 5 to October 9!

Thanks to everyone who planned, cooked for, agonized over weather, and attended these wonderful club events! This is the sort of camaraderie that specifically drew me to the Williamson-Sodus Airport and the Williamson Flying Club in the first place!

The 2021 WFC Activities Committee is: Tony Alesci, Tammy Beber-

nitz, Tom Carter, Ed Ciolkowski, Chris Houston (chair), Scott Lasky, Matt Palmer, Daniel Probst, and Mike Shippers.

Thanks for an excellent year! If you're interested in joining the Activities Committee for 2022, please reach out to Chris Houston.

Christmas Party

As we announced previously, the annual Christmas party for the club will be Saturday, December 4. However, there has been a change in venue to [Buntsy's Neighborhood Food and Drink](#) in Webster. The event will begin at 6:00 pm with a cash bar, dinner will be served at

7:00 pm, and we'll hold our annual party raffle at 7:45 pm. At 8:00 pm, back by popular demand, will be comedian [Sky Sands!](#)

The raffle is a novel activity that warrants some explanation. Items are donated by club members and raffled off. Past examples have included bottles of wine and vouchers for CFI time (not to be used simultaneously). Contributions are strictly voluntary, but encouraged as it's a fun way to share the holiday spirit with other members!

Sign-up details are provided on the back page. **We will need all RSVPs submitted by November 26.**

Trip Report: West Coast Adventure by Gilead Biggie

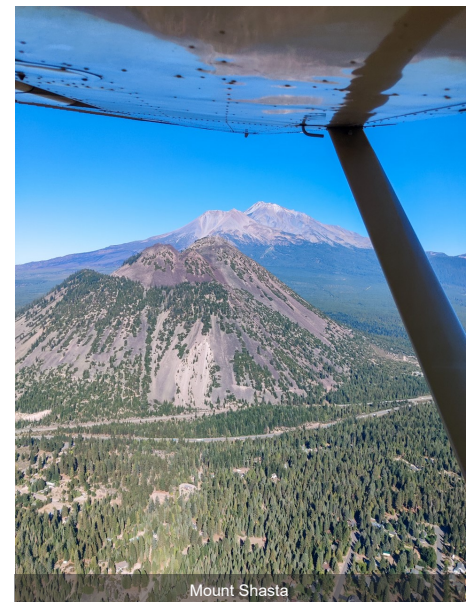


Shasta Lake

In September, I had the opportunity to borrow a friend's Cessna 150 based out of Independence State Airport (7S5) in Independence, Oregon and fly it up and down the

west coast. The trip began with a flight from 7S5 to KLVK (Livermore Municipal Airport) with a stop at KMFR (Rogue Valley International Airport in Medford, Oregon) and KWLW (Willows-Glen County Airport) for fuel. The route I chose to fly to Livermore followed the I-5 corridor through the Cascade Mountains. This route took me over some breathtaking terrain, including Mount Shasta and Shasta Lake, some of the more notable terrain features along the I-5 corridor.

On the second day of my trip, I flew from KLVK to KMHV (Mojave Air and Space Port) for lunch. After a quick lunch I proceeded to take my friend up for his first plane ride to KSBD (San Bernardino International Airport). The



Mount Shasta

take off from Mojave was a little more eventful than expected, with a density altitude of 5900 feet yielding an initial climb rate of 150

(Continued on page 5)

Trip Report: West Coast Adventure by Gilead Biggie

(Continued from page 4)

-200 feet a minute. Shortly after takeoff, we found what I believe was a thermal and were able to achieve a climb rate of 500 feet a minute to reach our cursing altitude of 7500 feet and make it to KSBD. After a quick stop at the FBO at KSBD, we returned to KMHV for the night.

On day three of the trip, I decided to fly out to KAVX (Catalina Island). I departed KMHV for KSNA (John Wayne Airport) for a “quick” fuel stop before flying to Catalina. After a seemingly endless number of vectors, I was finally cleared to land at John Wayne. Once I landed, the crew at the ACI Jet Center was very friendly and professional despite being extremely busy. Unfortunately for my “quick” fuel stop, they had several planes ahead of me with much larger fuel orders than mine and it took them an hour and a half to get to my 10 gallons of avgas. After fueling and a 45-minute wait for takeoff clearance, I was on my way to Catalina.

The flight to Catalina was gorgeous, between the views of the Los Angeles coast and the Island itself. I proceeded to circle the island before entering right traffic for runway 22 at KAVX for landing. Once I was on the ground at Catalina, I had a quick 100-dollar hamburger at the DC3 Gifts and Grill. Many of the typical tourist attractions on Catalina require a bus or taxi ride to Avalon or Two Harbors, neither of which I had time to do with just a couple hours to spend on the Island. Instead, I explored the airport environment and chat-

ted with a few local pilots about the best way to make my way back up north around and through the busy LAX class bravo airspace.

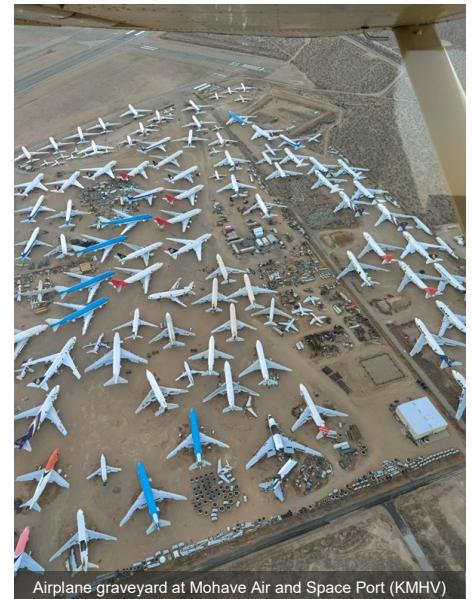
On my departure from Catalina Island, I proceeded to fly along the LA coastline beneath the class bravo at 1800 feet towards KCMA (Camarillo Airport). Eventually, approach cleared me into the bravo and I was able to climb to a more comfortable altitude above the water. The views off the LA coast on the way to KCMA were stunning.

After a quick stop at KCMA I flew to KSJC (San Jose International Airport) to visit another friend and spend the night.

On day four of the trip, I flew from KSJC to KPWT (Bremerton National Airport) in Bremerton, Washington. The departure from KSJC was more eventful than I would have liked due to San Jose clearance’s attempts to not provide me a takeoff clearance due to my radio being “scratchy”. After several attempts to get a clearance with San Jose responding with my full call sign (despite claims of not being able to hear me), I was able to get a VFR departure to the northwest and proceed on my way. My original plan was to fly up the coast to KPWT, but low clouds and fog led me to pick the I-5 corridor again.

After my first fuel stop at KRBL (Red Bluff Airport), I continued to follow I-5 and pick my way around the numerous firefighting TFR’s still in the area. From the time I

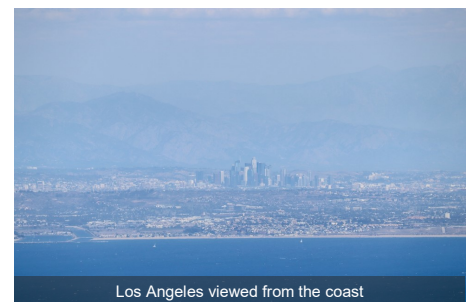
(Continued on page 6)



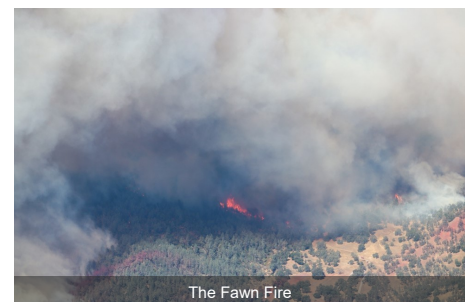
Airplane graveyard at Mohave Air and Space Port (KMHV)



Catalina Island Airport (KAVX)



Los Angeles viewed from the coast



The Fawn Fire

Trip Report: West Coast Adventure by Gilead Biggie



Three Five Uniform parked on the beach at S16

(Continued from page 5)

took my trip south along the corridor a few days earlier, a new TFR had popped up due to the Fawn Fire in the Shasta area. This put a TFR right under my flight path in addition to areas of severely restricted visibility. Luckily, the upper altitude winds were blowing southwest that day and kept the smoke mostly out of my path allowing me to pass east of the fire and continue my journey north.

On the way to KPWT I proceeded to

capture a few spectacular shots of Mt. Rainier. After a 9-hour day of flying, I spent the night at KPWT. I departed early the next morning to land at S16 (Copalis State Airport), the only designated beach runway in the lower 48 states. The runway conditions at S16 are not monitored and it is strongly recommended to conduct a low approach before landing. The runway is also covered by the sea during high tides so landings should only be conducted around low tide. When I arrived at S16, there was no traffic in the area. I proceeded to do a low approach and found a vehicle parked in the middle of the runway along with some driftwood to avoid in another area of the runway. After two more low approaches, with the vehicle still on the runway, I decided I had enough runway to safely land after the vehicle. I proceeded to land on my fourth

pass. After a successful landing, I saw the vehicle owner run to their car and quickly drove off.

After exploring the beach, I proceeded to fly down the Oregon coast back to 7S5 to return the plane to my friend and thank him for the wonderful experience.

Included in this trip report are some of my favorite pictures from my five-day, 40 hour flying adventure on the west coast. I have hundreds of more pictures from the trip I can share with anyone interested, some of which can be found on my [Instagram @gileadb](#). If anyone is planning to fly out to the west coast and is looking for advice on places to land, would like to see more pictures, or would like to know more about my trip please feel free to contact me.

Member Spotlight: Scott Lasky by Chris Houston



Member: Scott Lasky
 Ratings: PP-SEL
 Hours: 130
 WFC Roles: Activities Committee, Nominating Committee, snow plowing
 Joined WFC: 2017

I often refer to WFC member Scott Lasky as a Renaissance Man. Now, before you go picturing Scott as a 16th century physicist/painter, let me elaborate. Scott is a multitalented individual with many passions: teaching, flying (obviously), cooking, riding motorcycles, repairing engines, and racing cars. And like many of us, his gaze has been toward the sky since childhood. Perhaps it was pre-ordained as a result of his growing up on Long Island, a place rich in aviation history and the former home of aircraft companies like Grumman and Republic.

His earliest aviation memories feature a great uncle who owned an Ercoupe, his first exposure to the world of general aviation. As a teenager, his interests turned to building model aircraft and, by 16, he graduated to flying RC airplanes. In order to “subsidize crashes”, he picked up a part time job at a Long Island hobby store. This fueled his ambitions even more because the shop owner based a Cherokee at Islip (KISP) and would take Scott on flying adventures to nearby destinations like Fishers Island. Scott deter-

(Continued on page 7)

Member Spotlight: Scott Lasky by Chris Houston

(Continued from page 6)

mined that he wanted to fly.

Though the Navy recruited him aggressively, his eyesight was not good enough to meet Naval aviator requirements. As a recent high school graduate, Scott put his dreams of flight on hold and several years would pass before a series of events eventually brought him to the Williamson Flying Club.

Scott entered the University at Buffalo in an engineering program. While he loved the science he was exposed to, he was less enamored with the mathematics. His stint in engineering was brief, only a couple of weeks.

He became interested in working for the U.S. Department of State. This required a four year college degree – literally any degree. After a year off from college, he enrolled in the Technical Education program at SUNY Oswego without any real intention of ever becoming a teacher. It was a means to gain entry to the State Department. But here's where the universe had a surprise in store for Scott. Like all education majors, Scott had to do a student teaching experience. He loved it. And, in the 1990s, there were lots of opportunities for Technical Education teachers. This led Scott down an entirely unexpected path, but one that brought him back to aviation.

He earned Bachelor's and Masters degrees in Education from Oswego, then worked a one year stint in Syracuse before falling victim to being a low-timer during

budget cuts. Scott came to Webster Schools in 1995 and has been teaching there ever since.

The course he currently teaches at Webster was originally named "Aerospace" and is now called "Transportation Systems". When he took over the course after 9/11, he learned that the previous teacher regularly took the students to Bill Law at Greater Rochester International as a hands-on introduction to aviation. Post 9/11, the school district's appetite for kids riding in GA aircraft evaporated. After inheriting the class, Scott lobbied for a return to the airport and, eventually, school administration agreed. His next challenge was finding a place to take his students because Bill Law had shut down in the wake of its founder's passing. After doing some additional research, he found Mike Bjerga and this is what brought Scott to the Williamson Flying Club. In the years since, Scott's students have come to KSDC and learned about aircraft and airport operations from Mike before being rewarded with rides in WFC aircraft. Every year, Scott would ponder learning to fly, but would ultimately dismiss it as a goal beyond his reach.

Sometimes, we all need a little push. For Scott, that push came from Jeffrey "Heff" Paris, a big-hearted, genially enthusiastic pilot based on the south side of the Williamson-Sodus Airport. Over time, the student's airport visits came to include a tour of Jeff's shop to witness his homebuilding projects taking shape. Scott and Jeff be-

(Continued on page 8)



Scott and Kim at Piseco in 2020



Trying out the captain's chair on the Enterprise in 2021



Scott at the helm of 85X in Ticonderoga, 2021



With Jamie Oliver and Chris Houston in 2017



At the Alton Bay Ice Runway in 2017



On the ramp in Williamsport, PA in 2017

Member Spotlight: Scott Lasky by Chris Houston

(Continued from page 7)

came good friends and Jeff flew Scott to Dansville for a \$100 hamburger in 2015, setting the aviation hook a little deeper.

In February of 2017, Scott took an introductory flight with Mike Bjerger. His youngest daughter was along for the ride. They both loved the experience. That his daughter enjoyed the experience so much was a deciding factor for Scott: he saw aviation as something that they could do to together.

He is very complimentary of Mike Bjerger, whom Scott credits with always pushing him slightly beyond his comfort zone. ("But in a good way," Scott is quick to add.) It was always just the right amount of push to do better. "Not only is he skilled as a pilot, he is skilled as a teacher," Scott says. His confidence and trust in Mike were so high that, "There was nothing that could happen in the airplane that Mike couldn't fix." (Clearly, Scott heard that story about Mike landing N9855W on one wheel.)

Scott started training in April 2017 at a languid pace of one or two lessons a month. He was enjoying the experience and in no hurry to finish. However, over time, he came to recognize that learning advances more rapidly with fre-

quent training and, by June 2018, he was regularly flying at least twice a week. He rescheduled his long solo cross country flight at least eight times due to weather, pushing that particular milestone from June into September of 2018. He flew a few practice sessions with instructor Brad Salatino and enjoyed the experience, but "felt like he was cheating" on Mike. Scott (barely) met a goal of earning his certificate in 2018 by passing his check ride on December 31.

Throughout the travails of training, Jeff was there to provide advice and moral support. Scott knew all along that Jeff would be his first passenger once he earned his certificate. Sadly, the Williamson-Sodus Airport community and the world lost Jeff to cancer on December 19, 2018.

While no one could replace Jeff's support, Scott attributes the continued value he derives from aviation to the Williamson Flying Club. As both a student and a certificated private pilot, he has enjoyed many adventures with other members, from the ice runway at Alton Bay to the Manhattan skyline to the Cleveland waterfront. The club provided a push to try new things, go new places, and have new adventures. "You learn a lot flying

with other people," Scott says. He feels that he would not have had as rich an aviation experience if he learned to fly somewhere else. He likens the camaraderie of the WFC to the motorcycle club he belongs to: "You can only ride alone so much."

As a way of giving back, Scott joined the WFC Activities Committee in 2019. Most recently, he organized the club trip to Ticonderoga, NY to visit the Star Trek Original Series Set Tour. He also organized this year's club picnic and played a key role in identifying Buntsy's as venue for the 2021 Christmas Party (see the [Activities Committee Update](#) in this issue). He has also volunteered to plow snow at the airport and served on the Nominating Committee.

His biggest aviation adventure to date came in June 2021 when he flew N1185X solo on a four day trip to a racing event in Lancaster, PA (KLNS). It was his first overnight flying trip, his longest solo flight to date, and he faced a daunting crosswind at Lancaster of 13 knots gusting to 18. He proactively chose a back-up airport with more favorable runway alignment, but managed an excellent landing at Lancaster. The landing was "not just good for the circumstances, but

(Continued on page 9)



Landing 85X in Ticonderoga in 2021



With the WFC at Cherry Ridge, PA in 2020



At Sky Acres for lunch in spring of 2021

Member Spotlight: Scott Lasky by Chris Houston



Scott on his Harley

(Continued from page 8)

good in general!” he notes. The journey home involved strategically flying around isolated thunderstorms between Pennsylvania and Sodus, using a combination of up-linked data and real-time weather information from ATC.

There is a pattern in the stories most pilots tell. Many have had an early flight experience where they faced a challenge, expanded their personal envelopes, and gained confidence in their abilities as pilot in command. For Scott, the trip to Lancaster did all of that.

In addition to flying, Scott has owned motorcycles for years. He

had them as a kid and even rebuilt one in his apartment in Oswego. The rebuild was where he developed an existing mechanical aptitude into a self-taught skill repairing engines. He eventually sold that bike because he was not riding enough, but returned to the motorcycle community in 2012 with the purchase of a Harley. He points to the benefits of joining a motorcycle club (Punishers MC New York), where much like the WFC, a group of people with common interests support and encourage each other. Many of the members are law enforcement officers, another fraternity with which Scott is acquainted. From 1999 to roughly 2003, Scott worked a seasonal job for the Monroe County Sheriff’s department.

Scott has also been racing cars in the northeast and eastern US since 2004 and has even earned a few wins. His car is a 1985 Shelby Charger with the first fuel injected engine he ever worked on. Without any formal training, he rebuilt the transmission; learning by doing. He and his Shelby have even been featured in [Hemmings Muscle Machines](#).

Pilot, gearhead, and...cook? Another of Scott’s passions is cooking, especially for large groups. A picky eater as a kid, Scott learned to take control of what he ate by cooking for himself. As a former member of the Shriners, he used to cook for Cruise Nights in Webster. He says that the key to cooking for large groups is learning how to manage time. “Kind of like a flight plan, you have to have a food plan.” Scott even catered his own wedding when he and his wife, Kim, married earlier this year. Having sampled some of Scott’s cooking, I can testify to his prowess in the kitchen. If Scott ever compliments a restaurant-prepared steak, that is high praise, indeed.

Where does he go from here? Always moving forward, Scott anticipates exploring aircraft ownership once he retires from Webster Schools. Clearly, Scott was born to fly. After being disappointed by the Navy, who would have dreamed that pursuing a career in education would have led him directly to the Williamson Flying Club? Not to mention the fact that it is hard to be a true Renaissance Man without a pilot certificate in your wallet!



Congratulations!



Congratulations to Jacob Wilson on his first solo, completed in N9855W on October 23, 2012!



Paula Sippel picked a blustery day to fly with precision! Congratulations to Paula on earning her instrument rating on November 2, 2021!

2021 WFC Christmas Party Saturday, December 4, 6-9 pm, Buntsy's

When: Saturday, Dec. 4, 2019 at 6-9pm

Where: [Buntsy's Neighborhood Food and Drink](#)
2235 Empire Boulevard
Webster, NY 14580

Cost: \$35 per person (includes dinner, gratuity, and entertainment)

Times: 6:00 pm—Cash bar cocktail hour
7:00 pm—Buffet dinner
7:45 pm—Raffle, all items provided by WFC members
8:00 pm—Entertainment: [Comedian Sky Sands](#)



**RSVP (with head count)
required by Friday, Nov. 26th**

For those who sign-up for the party, the costs will be added to your monthly WFC invoice.

To ensure an accurate headcount:

RSVP on the signup sheet in the Clubhouse
OR
RSVP via the a.S.o.S. system
(watch for calendar invitation by email)



**** Please do not RSVP using both methods! ****

Milestones Wanted!

At the WFC Flyer, we try to capture and celebrate our members' success in their aviation pursuits. This is relatively easy when a new rating or endorsement is earned with a club instructor. But many of our members add ratings in other places. These achievements are worth celebrating, too! If you have earned a new rating or endorsement (SES, tailwheel, etc), let us know, even if it was a few months ago. We would be happy to share the news here. If you can include a photo, that would be great, but is by no means necessary. Contact Chris Houston directly.