

WFC Flyer



WFC members exploring the Cleveland waterfront after flying into KBKL, 02 Oct 2021 (Dan Probst)

Important Dates:

General Meeting
January 13, 2022
WFC Clubhouse

Board Meeting
February 3, 2022
WFC Clubhouse

Annual Meeting and Elections
February 10, 2022
WFC Clubhouse

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Williamson Flying Club Newsletter

January 2022

Headlines

Covid Policy Update

In accordance with the New York State mandate, we will require facemasks to be worn while in the public spaces at the airport. This will be in place until further notice as of January 7, 2022 when an email notification went to the membership from WFC President, Randy Christian.

Additionally, facemask use will be required during flight training until further notice. If you have any questions or concerns, please speak with your CFI prior to flying.

Club Elections

The Bylaws require that, at the January regular meeting (January 13, 2022) held one month prior to the Annual Meeting (February 10, 2022), the Nominating

Committee shall make a report on nominations for officers and directors. Immediately following the recommendation of the Nominating Committee at the January member meeting, additional nominations from the floor will be made.

A majority of the votes cast at the Annual Meeting shall be necessary for election. In addition, anyone defeated for one office at the Annual Meeting may be re-nominated at the annual meeting for another office.

Every active member of the club for the past calendar year who has attended at least fifty percent of the previous twelve meetings shall be eligible to hold office. Club instructors are excluded from eligibility. No member shall hold the office of president for more than two consecutive terms. All other officers are eligible for re

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Williamson Flying Club

Williamson-Sodus Airport (KSDC)
5502 State Route 104
Williamson, NY 14589

Find us on the web at:
www.williamsonflyingclub.com

Board of Directors

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

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

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

Recommended Reading



The January / February issue of [FAA Safety Briefing](#) focuses on aerospace medicine, the pilot medical certification process, and the roles and responsibilities of the FAA's Office of Aerospace Medicine.

Aviation Quote

"The airport runway is the most important main street in any town."

— Norm Crabtree
Deputy Director of
Aviation, Ohio DOT

Headlines

(Continued from page 1)
-election.

A list of eligible members follows. There is still one more opportunity (January 13, 2022) to attend another meeting toward eligibility.

The following members are already eligible for office:

Biggie, Gilead
Caldwell, Gary
Christian, Randy
Englund, Frances
Fratangelo, Bob
Fuller, Jack
Herloski, Bob
Houston, Chris
Jean-Louis, Lesly
Mangos, Chuck
McCutchan, Rick
Mehserle, Eric
Murray, Steve
Norris, Brian
Probst, Daniel
Rohner, Bonnie-Jean
Shippers, Lee
Sippel, Paula
Swingly, Dick
Verbridge, Alan

The following members have already attended five meetings and would need to attend the January 13 member meeting to be eligible for office:

Foti, Ron
Lasky, Scott
Lowry, David
McKee, Mick
Roehrig, Bradley
Spang, Mike

New Aircraft, N32816



On December 15, 2021, Mike Bjerga returned to KSDC at the controls of the WFC's newest aircraft, a 1974 PA-28-151 (Warrior I) upgraded via the Bold Warrior STC to a Lycoming O-360, 180 horsepower engine. Effectively, N32816 is a Warrior that will perform like an Archer II.

Mike is actively working to get N32816 ready for the flight line. Stay tuned for more information about our new aircraft. In next month's newsletter, Mike will tell his story about the false starts, fruitless travel, and the final successful process to discover N32816 and acquire our newest club airplane.

Cool Places To Fly by Chris Houston

Destination: Bradford Regional Airport (KBFD), Bradford, PA

Distance: 109 nautical miles

Why It's Cool:

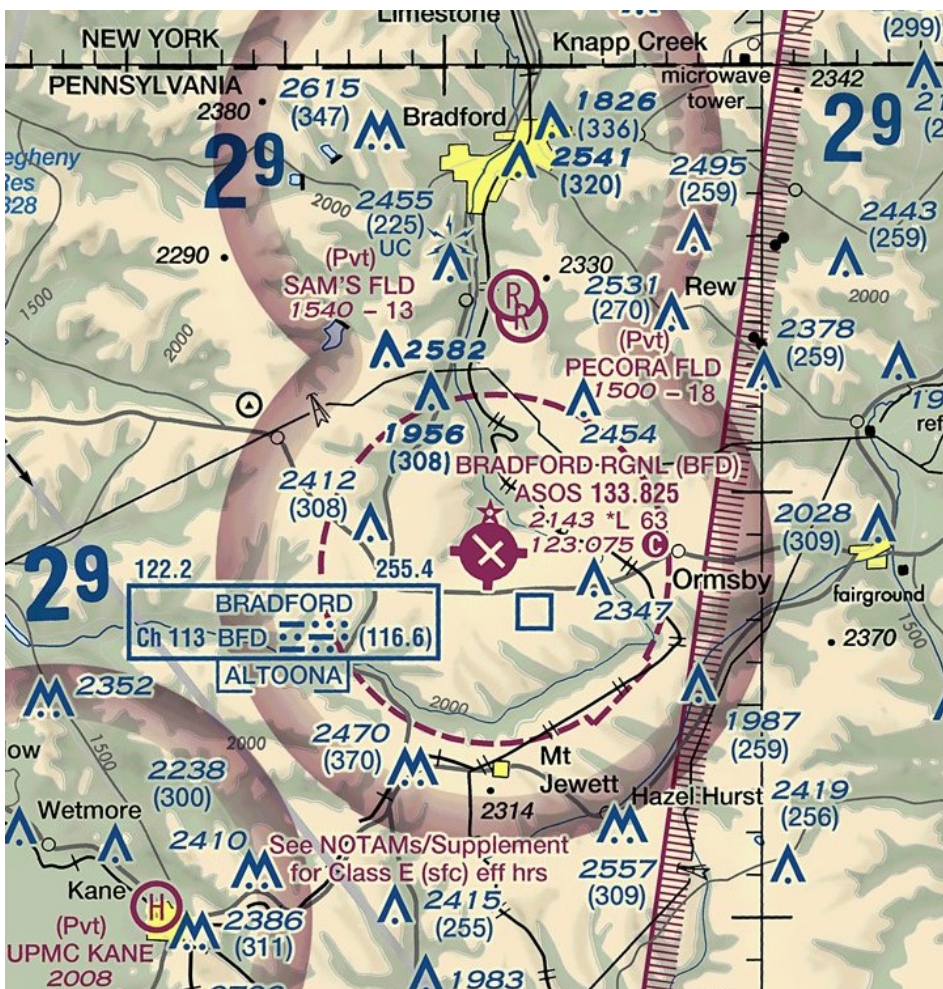
Bradford Regional is one of a handful of small, non-towered airfields in Pennsylvania that hosts airline commuter service. Located just south of the New York state line, the field is interesting to GA pilots because it is home to the [Runway Bar & Grill](#).

A group of WFC members flew in for dinner late in 2020 and enjoyed excellent meals and friendly

service. The restaurant was mostly filled with local residents despite the fact that the airport is eight miles outside of town – always a sign of quality. The restaurant is best known for prime rib, which is so popular on Saturday nights that patrons are encouraged to place orders in advance to ensure that the restaurant does not run out!

Restaurant hours are relatively limited. They are currently open:

Thursday: 11 am–2 pm
5 pm–9 pm
Friday: 11 am–9 pm
Saturday: 5 pm–9pm



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

Reservations are recommended, especially on Saturday. If you’re looking for a great dinner destination to go along with a night flight, give the Runway Bar & Grill a try!

Tips:

- For up to date hours and menus, visit the restaurant’s [Facebook page](#).
- Fuel is available (currently \$5.49 / gal), but it is full service only. The airport FBO is only open from 8:00 am to 5:00 pm, Monday–Saturday.
- Because this airport hosts commercial operations:
 - The ramp immediately in front of the FBO is reserved for commercial aircraft. Tiedowns for GA aircraft are located around the periphery of the ramp.
 - Ramp access is controlled by a code administered by line service.

Member Spotlight: John Creatura by Chris Houston



Member: John Creatura
 Ratings: Comm-MEL, CFI, CFII
 Hours: ~ 5000
 Past Roles: BOD Director, Chief Instructor
 Joined WFC: 1971

Venerable Williamson Flying Club member John Creatura grew up in the age of aeronautical heroes, living legends of the recent past whose achievements remained fresh in the global consciousness. World War I aviators who piloted their finicky ships toward certain death. Intrepid air mail pilots pushing the envelope against immutable nature. Lindbergh. Earhart.

Against a such a pantheon of larger than life aviators, how is it that a rural kid from Upstate NY in love with flight would someday earn the FAA's prestigious Master Pilot Award? (See "John Creatura Earns the FAA Wright Brothers Master Pilot Award" on the back page of this issue.) When speaking with John, the answer seems to be obvious: modesty, humanity, and skill.

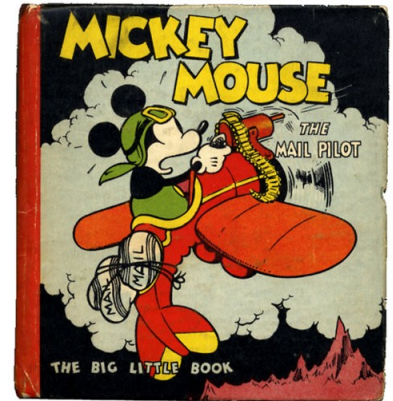
As a child, John was drawn to aviation heroes through their portrayal in the media. "The aviation pio-

neers of the time...they were incredible," John says. As a five year old, he was particularly enthralled by the 1933 Big Little Book entitled "Mickey Mouse The Mail Pilot". In this comic book, Mickey represented the valor of all aviation pioneers. His memories of that comic are so strong that his son recently presented him with an original copy of the book found for sale on-line.

From consumption of comic books as a kid, John took the next logical step in his aeronautical journey as a teenager: "mooching rides". He often flew with a local farmer who owned a J-3 Cub and a Champ. He found additional rides to mooch at the nearby Schenectady County Airport, home to a fighter squadron flying P-47 Thunderbolts. Falling in with this group, John spent some time in the back seat of North American T-6 Texans. He describes it as being like a "high tech flying club." These adventures led John to set a goal of entering the Air Force Cadet program.

Among the prerequisites for the cadet program were two years of college and 20/20 vision. The former was a minimal hurdle, but the latter kept him out of the Air Force. Instead, he enlisted in the Army where he served as infantry during the Korean War. Afterward, he returned to college.

In 1962, John soloed a Piper Colt in Sussex, NJ (KFWN) under the tutelage of instructor Russell Pierce and ultimately earned his Private Pilot certificate in 1967.



John's Citabria in flight

Shortly thereafter, John moved to Rochester after accepting a job at Xerox. He joined the Williamson Flying Club in 1971, brought to the club largely due to the proximity of the Williamson Sodus Airport to his home. Denny Ankrom had recently built the hangars on the south side of the airport and John moved his 1967 Citabria (N2518G) into an available bay.

The Citabria was both John's first aircraft and his introduction to flying aerobatics. Overall, he flew that Citabria over a thousand hours before selling it in the late 1970s.

He also owned a trio of Pipers: a PA-12 Super Cruiser, a J-5 Cub

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Member Spotlight: John Creatura by Chris Houston



The J-5 at the Williamson Sodus Airport



John's EAA Sport Biplane



Build partners: John and Jim Hayslip with their biplane

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Cruiser, and a PA-18 Super Cub. Additionally, he built an EAA Sport Biplane (N6262D) with Jim Hayslip in the mid-1990s. Most of the aircraft was built in a barn on John's property, but the final assembly work was done in the Dean's Aero hangar on the south side of the Williamson Sodus Airport.

The aircraft that stayed with him the longest was his Mooney, purchased in 1979 and flown by John for over forty years. "It is an incred-

ible airplane," John remembers with a smile. For John and his wife Louise, the Mooney was truly a magic carpet that allowed them to explore much of the United States and parts of Canada. Louise had a passion for lobster and the Mooney was an ideal conveyance for impromptu jaunts to Maine. Journeys to Florida were frequent for the couple. John fondly recalls flying to Newfoundland and adventures on the other side of the continent in the Pacific Northwest. He also expresses a particular appreciation for Montana. "There is something pristine about it," he says. "Access to plains and mountains." In addition to the magnificent scenery, John enjoys the history of the region and is fascinated by Custer and his futile battle at Little Big Horn. He recalls an exciting trip to the Reno Air Races not long ago when *Strega* — a highly modified P-51 Mustang — was a headlining attraction. If airplanes could talk, John's well-traveled Mooney could tell many a tale.

The Williamson Sodus Airport was a "different place" when John arrived in 1971. John describes a field bustling with grass roots volunteerism. Aircraft maintenance was done by a talented committee of volunteers headed by Jake DeGroot. When the runway needed to be resealed, club members mobilized to do it. Compared to today's facility, the original clubhouse was a small shack. "A lot of people smoked back then and the air inside was blue," John remembers. When asked about how the airport is different today, John chuckles. "The runway is longer

and the pavement..." he pauses to search for just the right word. "Functional!"

John also fondly remembers the Open Houses held by the WFC from 1961 to 1976 that served to fundraise and engender good will with the surrounding community by showcasing what General Aviation was all about. The events often featured military fly-bys, skydivers, and balloon ascents.

John served as a director on the WFC board during his tenure with the club, but he made his greatest contribution as an instructor. After the passing of Vern Tyrrell, the WFC's first full time instructor, the mantle of Chief Instructor transferred to John. He served this role for roughly 15 years on a part time basis while still working as a scientist at Xerox. As Chief Instructor, John managed the other part time instructors, a challenging task given that many instructors were time builders and rarely lasted more than a couple of years before moving on from the WFC.

A welcome change occurred when John interviewed Mike Bjerga for an instructor position at the WFC. John flew the Mooney back to his childhood home of Schenectady to interview Mike and promptly recommended that the WFC board extend an offer. Mike exceeded John's expectations, not only as a talented instructor, but by sticking around. Over time, John's responsibilities dwindled as Mike took on increasing responsibility and transitioned to Chief Instructor.

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Member Spotlight: John Creatura by Chris Houston

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In addition to his full-time career at Xerox and work as Chief Instructor, John also taught instrument students at Rochester and served in the Coast Guard Auxiliary.

John holds a Masters degree in Chemistry from the Stevens Institute of Technology in Hoboken, NJ. As a Physical Chemist, John's early career focused on the polymer and aerospace industries. His pursuit of a doctorate was derailed when his aerospace sector employer folded and he lost his source of funding. The failure of that company directly precipitated the job search that brought John to Rochester.

He laughs good naturedly about his initial reaction to the opportunity at Xerox. "After aerospace, what a let down!" But he knew a great opportunity when he saw one and goes on to clarify that his career in Xerox R&D was a good one. Ultimately, he was proud to manage an excellent team of chemists and engineers.

Most recently, John made the difficult decision to back away from pilot in command duties. When Louise passed away in 2018, John suddenly found himself without his constant flying partner. New aeronautical adventures without Louise held little appeal for him and he decided that the Mooney should become someone else's magic carpet. In selling his various aircraft, the Super Cub was the last to go in June of 2021. His last flight as PIC was in the Super Cub while giving a demonstration flight

to the new buyer.

John's CFI will lapse this month and he does not plan to renew it, though he stayed active as an instructor by doing flight reviews and instrument proficiency checks as recently as December of 2021.

Having achieved over fifty years of safe flying, John has come a long way from his days of reveling in Mickey Mouse's fictional adventures as an air mail pilot. In that time, he mentored countless pilots and WFC members. He may have never donned the scarf and goggles like those worn by his childhood heroes, but he has nonetheless become an aviation hero to many. To show their appreciation for John's mentorship, a group of WFC pilots organized by Bob Fratangelo and including Bill Bach, Don Baker, Barry Holtz, Dave Lowry, and Mick McKee nominated John for the [FAA's Wright Brothers Master Pilot Award](#). In a surprise ceremony held December 7, 2021, FAA representatives presented John with this distinctive and well-earned honor. Indeed, John was truly surprised, though he became suspicious when Don Baker insisted on driving him to the event.

John's record and achievements speak directly to his skill as a pilot. Despite these accomplishments, John remains humble. When asked about flying stories, he smiles and indicates that there are no "harum scarum" tales out there to tell. Nothing beyond the usual brushes with weather. When first approached about this spotlight article, he was concerned that his story was not interesting enough, but most WFC members would probably beg to differ.

He may have sold his airplanes, but remains in love with aviation and is always willing to join others in a journey aloft. Please keep that in mind the next time you fly with an empty passenger seat. John might have gone back to his teenaged practice of "mooching rides", but he stands to offer much more humble wisdom in exchange.



FAA Wright Brothers Master Pilot Award presented December 2021. Tom Williams, John Creatura, and Bill Abbott.



Mark Vahey, Barry Holtz, Mick McKee, Bill Bach, Tom Williams, John Creatura, Bill Abbott, Dave Lowry, Bob Fratangelo (left to right).

In Memoriam: Harold Ensman

Harold Ensman, a founding member of the Williamson Flying Club and its first president, passed away on December 4, 2021 at the age of 96.

Harold was a WWII Navy Veteran and served on the *HMS Rodney* as a Signalman. He was employed by Kodak for 35 years. He was very active in the community, including membership at the Williamson American Legion Post #394 and Pultneyville Masonic Lodge #159 F. & A.M, serving as a Boy Scout Leader, was one of the first Medics for the newly formed Williamson Volunteer Ambulance Service, and was a member of the National Ski Patrol for Brantling then Bristol Mountain for 40 plus years. He joined the Pultneyville Fire Company at age 60 and assisted

on the water rescue boat. Harold was a fireman parade judge and a custodian for voting machines. He enjoyed sailing. Harold was also a member, Elder, and Deacon at the Williamson Presbyterian Church.

Ensman was one of five Williamson men who aspired to own an aircraft and believed that shared ownership by a club was the best path to success. The other founders were Richard Woodward, Jake DeGroot, John Andrus, LaVerne Barnum. At the first organizational meeting of the club, held on April 5, 1956, Ensman was elected as the WFC's first president given that he was the only licensed pilot.

In 1957, Ensman and DeGroot arranged to purchase the property that ultimately became the



Harold Ensman reacts to a June 2020 WFC fly-over on his birthday (Photo courtesy of Joyce Ensman Bliet)

Williamson Sodus Airport.

Ensman is survived by his loving wife of 72 years, Ruth (Alexander) Ensman, his children: Karen (Rich) Seyfried, Donald Ensman, and Joyce (Bruce) Bliet; grandchildren: Greg (Amanda) Johnson, Kasey (Ryan) Rovito, and Holly Bliet; great grandchildren: Blake and Bryce Johnson and Alice Rovito.

In Memoriam: Kay Hartsen



Kay Hartsen, long time member of the WFC, passed away on December 5, 2021 at the age of 75.

She enjoyed knitting, reading, and outdoor camping. She served as a Captain in the Civil Air Patrol.

Kay is survived by her loving husband of 54 years, Jim; devoted daughter: Kim Hartsen; sisters: Ann Stevens, Joy (Jim) Stevens Lytle and Jan (Mike) Stevens McDorman.



WFC Elections: Candidate Statements

With elections occurring next month, we've gathered statements from the candidates for member review. Without further ado, we'll let the candidates introduce themselves

Bob Fratangelo Candidate for President

At the age of 15, the Williamson Flying Club offered me an opportunity that had a profound impact on my life. I learned there was nothing I couldn't do or achieve. I constantly feel compelled to give back to the club that gave such an incredible opportunity to a 15-year-old.

I have been in Operations / Executive Operations Management my entire adult life. Today I earn my living in the Aviation Business as the General Manager of a multi-million dollar FBO at the Rochester Airport - AVFLIGHT.

Over my decades of membership, I have held many elected and appointed positions; Breakfast volunteer; Sub Comm. Chairman for food (Still at it 30+ yrs), Breakfast Chairman (6 yrs); Buildings & Grounds Chairman (10+ yrs); Board Director (3yrs), Secretary (several yrs), and Finance Committee Chairman (several years). I know how the club works, operates and serves its membership.

My passion for the Club is the reason I am running for Office again. While I cannot criticize this Board for the work they are doing, there are things that I feel should be done a little differently. I am

committed to using my business, aviation, and club membership experience to do the following (and more) for the Club and all of you, the membership:

We are a Club that operates a small business to support its operational survival. We are not a Large Business that supports a Club. That is the view I grew up with and will foster that with our membership. I will improve our efforts to integrate new members into the Club using mentors and collaborative activities with experienced members. Start a greet the new members lunch once a quarter. Members enjoy an excuse to be at the airport, I will re-invigorate membership participation in committees that keep the Club operating, offering incentives that do not require a 1099 as allowed by the IRS.

Club members progress from learning how to fly, to buying their own aircraft, and hangar rental - 80% of our hangar tenants are Club members. We need to explore more co-mingling events of our hangar tenant members and our aircraft flying members!! Hangar outings, armchair hangar outings... I will strive to expand our family events for our membership. A few years ago, we had a Halloween party in a large hangar; food, band, dancing... We should set up picnic tables and a grill for Club members' spontaneous usage!

I will expand transparency between the Board and the Membership, seeking membership input in the board's decision making process-

es.

We need to manage our budget so we do not get stretched thin and look at our capital improvement and maintenance project dollar set-asides so we are prepared for projects that potentially are not covered by grants. We also need a small grant seeking/government action committee to work through the bureaucracy of the Federal and State Governments for grants and reliever status etc.

Our hangars are our primary source of income. At the November meeting we had 15 empty hangars. We must be more aggressive renting our hangars for our Club to remain healthy.

We must maintain our great relationship with our local communities: Sodus, Williamson, and Wayne County. Our breakfast gives these communities the opportunity to visit, see airplanes, get rides and enjoy their local airport. We are one of the very FEW airports in the country that does not have bad community relations. We need to explore another late summer event even if it's just hot and ice cream for some sort of an open house at the airport before the kids go back to school.

I would greatly appreciate your coming out to the February General Membership meeting and receiving your vote for President. Feel free to reach out to me if you have any questions about my candidacy or any other subject.

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WFC Elections: Candidate Statements

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Scott Lasky Candidate for Vice-President

I joined the WFC in the beginning of 2017 and earned my private pilot certificate at the end of December 2018. I have been on the Activities Committee for two years and have helped out with the club picnic as well. I also chaired the Nominating Committee last year.

My reason for seeking the vice-president position is to give back to the club that has given me so much over the last few years. The instructors and members of the WFC have helped me achieve my life long goal to become a pilot. I firmly believe that I would not have achieved this goal if I had not become a member here.

I think the WFC is currently in great shape and my goal as vice-president would be to keep us headed in the right direction. As an active pilot and a club aircraft renter, I would bring my perspective to the board and advocate for renters. I agree with the changes our fleet is undergoing and hope to complete the current board's goal of 5 planes as soon as possible. Keeping federal funding is also a high priority for me. I think we need to explore all options and ways to make sure that we don't lose it.

Paula Sippell Candidate for Secretary

For the last three years, I have served as a Director on the Board. During this time, I have learned a lot regarding the operations of the club and would like the opportunity to serve as your Secretary.

My goal is to continue some of the projects started by the current board. The club has an ongoing obstruction study project, Jet-A fuel project and in the near future will be planning for the implementation of our grant for solar energy, hanger doors, and a new AWOS. These are all projects that will enhance our airport and generate revenue.

One of my tasks as a Director has included the search for our new club aircraft with Mike Bjerga. After a few aircraft failed our pre-buy inspections, we were successful in the purchasing a Warrior with a 180 HP engine and our budget allows some upgrades to make it a gorgeous travel plane. If you are at the airport feel free to check it out. The next goal is to purchase a trainer to increase our capacity for training new pilots.

As an accountant, I enjoy the opportunity to dig through the financials presented by the treasurer and be able to logically make decision regarding our income and expenditure. I take this seriously, as I would like to keep an eye on the club's debt to equity ratio. Can our club actually afford the past and upcoming projects? I review all the data prior to making my decisions

and think about what our members would want. My goal is to be fiscally responsible when making decisions for the club.

A club secretary is responsible for ensuring the affairs of the club are carried out in a smooth and transparent manor. Secretary responsibilities includes a wide variety of tasks such as: providing administrative support, accurate meeting minutes, record keeping, effective and efficient storage of documents, communication and club correspondence and adhering to proper procedures outlined in the Standing Rules and By-Laws. I feel I am qualified for the position as Secretary for the following reasons. I am very organized and detail oriented and have an extensive background in business administration, accounting and finance.

In 2017, I joined the club as a student pilot, finished up my PPL and in November obtained my instrument rating. There are many aspects of the club I enjoy. We offer phenomenal flight training at a reasonable cost, low cost aircraft rental and a fantastic club atmosphere with a variety of activities and events. Unlike, other small airport we have a great relationship with our community and strive to be a part of that community. In conclusion, I look forward to seeing many of you around the airport and please consider voting for me for your next secretary.

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WFC Elections: Candidate Statements

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Bob Herloski Candidate for Treasurer

I have been club Treasurer since 2001, and thoroughly enjoy the job. The club (and airport) has grown significantly from that time, and its financial management needs have grown accordingly. We are roughly a half-million dollar revenue corporation, and I have tried to manage the club finances accordingly with very detailed accounting structures and budgeting processes in place. The efforts of the past and current Board of Directors have made our club/airport recognized as a model for other similar airports by the FAA.

Our greatest challenge is the funding model for the airport moving forward. Given that we are privately-owned, even though we are a public use reliever airport, FAA funding has significantly dwindled since 2012. Past and current Boards have been working to restore some level of funding/recognition of the importance of our airport by NYS and the FAA. I was involved in some of the Congressional discussions around the 2018 FAA reauthorization act, which did result in a couple of years of restoration of \$150,000 FAA primary entitlement funding. We continue to engage in legislative discussions at the state and federal level.

I prefer to remain in the background ("back office"), and so might not be as visible at the airport as other members. Since I am

now retired from Xerox, I hope to be able to fly just a bit more in 2022. Despite being in the background, I very much welcome any input / questions / concerns about club finances from any club member.

Gilead Biggie Candidate for Director

My name is Gilead Biggie, and I am running for the open Director seat on the 2022 Williamson Flying Club (WFC) board. I have been a member of the club for almost a year and a half. I did my private pilot training while living in Maryland and have had my certificate for almost two years. When I moved to New York, one of things that drew me to the Williamson Flying Club was the large number of active members, a welcome change from the airport I trained at which was essentially a ghost town. Upon becoming a member, I realized how active the airport and club community truly are compared to many general aviation airports. This community is something I hope to help grow as part of the board.

In addition to the strong sense of community at the WFC, I truly value the club's core mission of helping members to improve their flying skills and promote aviation. In my opinion, one of the club's strongest tools towards meeting this mission is the flight training program of which I am currently a part of as an instrument student. This flight training program is key to recruiting new members and helping existing members improve

their skills. One of the reasons our program works as well as it does is our affordable rates. I think it is especially important to keep our rates affordable to meet our core mission statement. If flying becomes unaffordable for the average member of our community, it will make it that much harder for us to promote aviation. As a member of the board, I hope to help keep flying affordable for our members while ensuring the long-term sustainability of our club and airport.

I believe I am qualified to be on the board due to my strong passion for aviation and my past leadership experience. While in college, I was the chief engineer for an off-road racing team. In this position, I helped lead our team to a top twenty placement out of one hundred teams worldwide in competition. Part of the reason for my success in leading the team was due to my drive for improvement, something I hope to carry to the WFC board. I strongly believe that there is always room for improvement even in organizations as well established and run as the WFC. As a highly active member of our club with past leadership experience, I hope you will consider voting me onto the board of directors.

Bonnie-Jean Rohner Candidate for Director

I have been a member of the Williamson Flying Club since May of 2018. Although I had a legitimate pilot's license, I had not flown as PIC in 40 years, so I joined as a

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WFC Elections: Candidate Statements

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student and began lessons to recertify. After all, a lot has changed in that time for general aviation.

I believe that a person should not just be a beneficiary of a club or organization, but also an active member, returning some of the benefits received. In that viewpoint, I have attended over 90% of the meetings scheduled and/or called. I participate in the pancake breakfasts and have had occasion to join the activities committee's flight excursions.

In recent times I have noticed that fewer people are taking advantage of the opportunities being offered, including attending membership meetings. And there seems to be a sense that the Board of Directors work is isolated from the membership.

As a director, I would like to become a liaison between Board and members. I would hope to have conversations with active members to find out why they are no longer flying, what activities they would be interested in joining and what information they feel they would like to know from the Board. Currently all social life seems to be instructor/student, fellow plane owners, or members meeting once a month with their friends at the membership meetings. I would also like to know from members what information they feel the Board is handling which should be open to member participation – decisions to be made, etc. I would also like to be able to answer

some of their questions for the Board – people often don't want to have a public discussion about some matters, and I have always found that Board members are very willing to explain or expand on something if I ask them. But I'm the type of person who is willing to just walk up and ask. Most people are not; I would like to make an effort to seek these people out. If you don't want to talk, fine, but if you do, I can be a method of communication both ways.

I ran my own consulting business for 30 years, and as such am well versed in legal, payroll, marketing and accounting, so I feel I can understand the machinations of the club.

I was on the nominating committee a couple of years ago and found there was very little in guidance as to how to proceed. There were no written job descriptions, so people didn't know what they could or would volunteer for. Basically, people volunteer, few are nominated. This is one project I would like to work on – refining the nomination process itself, to be sure it is fair and equitable, and to get more members involved. To do this, I intend, again, to reach out to active members for suggestions.

In all, I think I have a lot to contribute to the Williamson Flying Club and would like the opportunity to do so.

Images by Chris Houston



Sunlight reflects from the icy surface of the Frederick Douglass / Greater Rochester International Airport on January 4, 2022

Congratulations!



Ending 2021 on a positive note, please congratulate these members for their outstanding achievements! Joe Francese soloed in N9855W on December 19 (left). Joe's solo was not just a first for Joe; he became Mike Bebernitz's first solo student (center). Finally, Ziad Safadi achieved his solo on December 23 in N901DT (right). Congratulations and well-done to all!

John Creatura Earns the FAA Wright Brothers Master Pilot Award

Respected WFC aviator John Creatura was awarded the FAA's prestigious Wright Brothers Master Pilot Award in a surprise ceremony at the December 7, 2021 meeting of the Rochester Hangar of the Quiet Birdmen. He was nominated for this recognition by WFC member Bob Fratangelo with additional support letters written by members Don Baker, Bill Bach, Barry Holtz, Dave Lowry, and Mick McKee.

Eligibility for this honor minimally requires that nominees:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate.
- Have 50 or more years of civil and military piloting experience.
- Be a U.S. citizen.
- Have NOT had any airman certificate revoked.
- No chargeable accidents at Pilot in Command of an aircraft.

The Wright Brothers Master Pilot Award was presented to John by Bill Abbott (FAAST Safety Program Manager) and Tom Williams (Rochester FSDO Office Manager). The Award consisted of a beautiful certificate, a blue ribbon report on all of John's aviation activities and successes, a lapel pin, and a stick pin for his wife Louise who recently passed.

Congratulations to John on this well-earned honor! See the Member Spotlight article in this issue for more about John.



Bob Fratangelo (left) and John Creatura (right) with John's FAA Master Pilot Award