

# WFC Flyer

The Williamson-Sodus Airport was well-cleared of snow on February 1, 2022 (Chris Houston)

## Important Dates:

**Annual Meeting and Elections**  
February 10, 2022  
WFC Clubhouse

**Board Meeting**  
March 3, 2022  
WFC Clubhouse

**General Meeting**  
March 10, 2022  
WFC Clubhouse

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## Williamson Flying Club Newsletter

## February 2022

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

Good day to my WFC family,

As I write my final entry as your current WFC President, I cannot help but think that it's been quite a ride these past two years! I am honored and proud to have held this position and now that it is time to step away, I do so with a bit of sadness.

So much has happened during these two years, not only at the airport, but throughout the world. COVID really threw a monkey wrench into our plans, to say the least.

I have to say a great big thank you to our current Board members Brad Roehrig (VP), Bob Herloski (Treasurer), Steve Murray (Secretary), and Directors Paula

Sipple, Lesly Jean-Louis and Dick Swingly. I also cannot leave out Bob Clark, who served as our Secretary in 2020. As a team, we navigated a lot of uncharted territory. Without this team's efforts, it would have been impossible to successfully continue moving the club forward.

I honestly feel that I will be stepping away leaving the WFC in a slightly better position despite all of the challenges. I know that I will be leaving the board in the very capable hands of well-seasoned returning board members and plus the new additions we anticipate joining the board.

Along those lines, I want to offer my sin-

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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](http://www.williamsonflyingclub.com)

## Board of Directors

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

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

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

**Medical Advisor:** Dr. Pam Tarkington

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*“As always, stay safe, enjoy all that the WFC has to offer, and I hope to see you at the airport soon.”*

## Aviation Quote

“There are two kinds of airplanes — those you fly and those that fly you...you must have a distinct understanding at the very start as to who is the boss.”

— Ernest K Gann

## From the President’s Desk by Randy Christian

*(Continued from page 1)*

cere thanks to those members who stepped up to help lead our club into the future: Gilead Biggie, Bob Frantangelo, Scott Lasky, and Bonnie-Jean Rohner. As a reminder to our membership, club elections will be held at the Annual Meeting on Thursday, February

10!

As always, stay safe, enjoy all that the WFC has to offer, and I hope to see you at the airport soon.

Blue skies,  
Randy Christian

## Trip Report: Third Time’s a Charm by Mike Bjerga

Since selling Cessna Six Echo Sierra, we have been actively looking for a replacement. The typical process would be: search for the plane you want; request detailed information; negotiate a price and make a contingent offer (clean title, logbook review and pre-buy inspection). Right now, things are not typical. The airplane market has been very hot to say the least. Airplanes have been selling within 10 minutes of hitting the market. So we had to change our strategy: see the plane, make the contingent offer.

The first plane we were able to make a successful offer on was an Archer II located in San Antonio TX. Although it had 7000 hours, there was still some potential there. The engine was low time (around 300 hours). It had new windows, a recent interior, G5 PFD and HSI installed, a Garmin 430, S-TEC autopilot, and an engine analyzer. I had digital copies of the logbooks from 1995 to present that we were able to review. The owner had not scanned the earlier books.

After the title search was complete, I set off for San Antonio on October 13th to complete the full logbook review and pre-buy inspection. (With Ray Chapin on speed dial.)

The next morning, I met with the owner

and we headed out to the airport. Upon arrival at the hangar, I waited anxiously with toolkit in hand for the door to open. As the curtain rose, I let out what had to have been a very loud sigh. That may have been in my head, I don’t remember. I do remember thinking “This is going to be a long day” and also “Eww...” The plane I was looking at was not the one in the pictures and video that were provided.

Searching the logbooks, I noted a small paragraph that mentioned major repairs had been made to the wings. I could not find the Major Repair documentation in the logbooks and requested them. The owner mentioned that the records may be at his house, to which I responded “Ok... (uncomfortable pause) I will need to see them.”

While waiting for the records, I set off to complete my inspection checklist. Everything looked and felt tired. There was lots of sun damage. The wax that was applied for the pictures had evaporated to uncover a highly oxidized paint job. There was lots of surface corrosion throughout the engine compartment and other steel components. With the repair record in hand, the owner returned. Upon review, the plane had extensive spar repairs to

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## Trip Report: Third Time's a Charm by Mike Bjerga

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both wings. There was also documented damage to the nose gear. Upon review, the repairs looked proper but on consultation and without having the Piper Wing Spar AD complied with, the risk of further repairs was too great.

With the list of discrepancies and the knowledge of this repair, it was decided that WFC would not purchase this plane.



On a positive note, I was able to see the Alamo! Alone... In the rain. :-)

On to the next!

The next plane we looked at was a Cherokee 140 that was advertised with a 160 hp engine. We made an offer and after a long title search battle, Paula Sipple and I flew down to an airport near Youngstown OH on November 11th to conduct the logbook and prebuy inspection. After Paula and I met with the owner, we walked into the hangar and... *Sigh...* "Eww..." Take note! If you are going to sell your plane, wash it first!!!

Upon logbook inspection, the plane was not 160 hp as adver-

tised. There was damage from a hard landing and signs of continued problems after. The cowl was latched with safety wire. Lots of mildew. The paint job was sprayed on with little in the way of prep... over a previous paint job. Again, not like the pictures.

We didn't bother turning on the master switch and headed out. The facility manager didn't seem surprised (and a little relieved) that we chose to walk away. He did, however, show us around his maintenance facility where he restores Beechcraft Staggerwings!



And finally...

During the December BOD meeting, we decided to expand the search a bit. I found on the web an ad labeled "BOLD WARRIOR", a Piper Warrior with a Supplemental Type Certificate for an 180 hp engine. I called the seller, who hap-

### Contribute to the Newsletter!

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

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

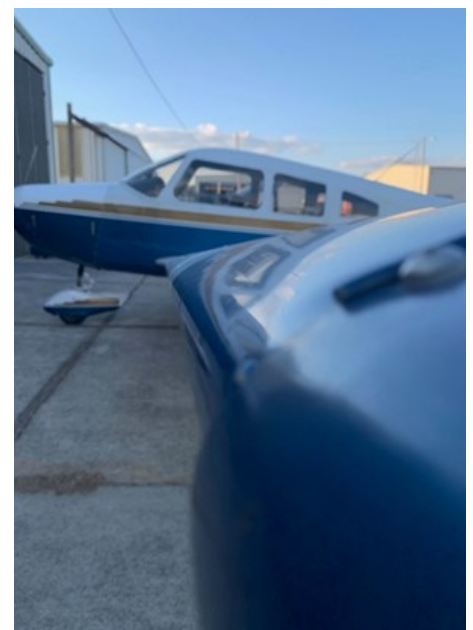
Submit your photos and stories to the newsletter by emailing:

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

pened to be in Syracuse at the time, to discuss. He had used the engine to complete conformity testing with the FAA to expand the STC to include the earlier Warrior model PA28-151.

Enter N32816. A 1974 PA28-151 upgraded to a Bold Warrior with the Lycoming O-360, 180 hp engine; a modification that essential-

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## Trip Report: Third Time's a Charm by Mike Bjerga

*(Continued from page 3)*

ly makes it equal to a Piper Archer II.

The Owner sent very detailed pictures and logbook entries for review. After a discussion with the BOD, we made an offer that was accepted.

The title search turned up a few incidents that required repair. A ground handling incident where a Cessna 150 impacted the leading edge during low speed taxi and landing incident involving a cow.



Based upon the description, the pilot must have landed over top of



Thanks!

the cow, impacting the plane near the aft baggage compartment. Condition of the cow is unknown, but the airplane was repaired.

Travel was arranged to Atlanta, GA on December 13th to check the plane over. Even though I bought the super saver option, Club Member Mike Yatteau was able to get me some leg room!

The next day, the owner picked me up at the hotel and drove me to the airport. He's an American Airlines Captain that is near retirement and lives on a small grass Fly-In Community airport east of Griffin-Spalding (6A2) where his maintenance shop is located. He has a mechanic that works for him converting Warriors to Bold Warriors along with many other projects. First impressions were good.

I reviewed the logbooks and start-



ed looking the plane over. A few small discrepancies were fixed on the spot. I dug into all the nooks and crannies with a borescope camera and couldn't find a reason to walk away.

In the afternoon, we went on to do a run-up and flight test. The battery seemed a little tired, but the engine came to life without issue. Turning the radios on was...flip, flip, rotate, rotate, flip, rotate. No school like the old school. We knew going down that the panel was a "Fresh Canvas" with very tired original equipment throughout. But they worked. Mostly.

The run-up went well. The rpm seemed a little low compared to the digital optical tach I brought down, but it sounded good. The trim was a bit stiff and the ailerons have centering springs, so, that was different. They are Frise style ailerons which are designed to re-

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## Trip Report: Third Time's a Charm by Mike Bjerga

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duce adverse yaw and the need for rudder use when entering into turns. The centering springs and Frise ailerons were only used in 1974/75 Warriors.

The takeoff and climb out were normal and we headed SSW and up to 3000 ft. After level-off, I noticed that the plane had a tendency to roll to the right with hands off. Beyond that, I performed some turns, changes of airspeed and stalls. Everything seemed normal. N32816 has a stall warning buzzer rather than a light.

We returned to the airport and the approach and landing felt very much like N1185X, but with the over the nose sight picture of N9855W due to the cowling design.

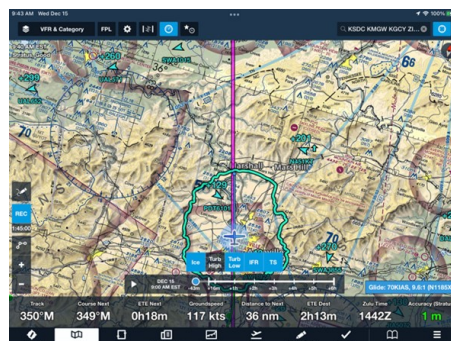
Looking over the flight controls closer, things weren't lining up. I consulted with the mechanic, looked some things over, and the owner had the right flap adjusted down to compensate. This time on my own, I test flew it. The adjustment seemed to work. At 4:30 pm, the plane was purchased. Working with escrow was great, they were fast and efficient. Bob Herloski did a great job of coordinating with them and the insurance company to ensure I would be able to bring the plane back to KSDC the next day if a deal was struck. We fueled the plane and prepped it for the trip to its new home.

The next day, I was at the airport at 7am. Naturally, the weather conditions were not what was forecast

the night before. The air was humid and there were broken clouds at about 2500 ft in the area. I had planned to go West of Atlanta to get West of the Blue Ridge Mountains, but the low ceiling along that route suggested otherwise. The weather East of Atlanta showed high clouds and eventually clear skies.



I filed a VFR Flight Plan that kept me east of the mountains until I could cross over to the west side around Asheville, NC. I really didn't



want to fly an untested airplane over difficult terrain.

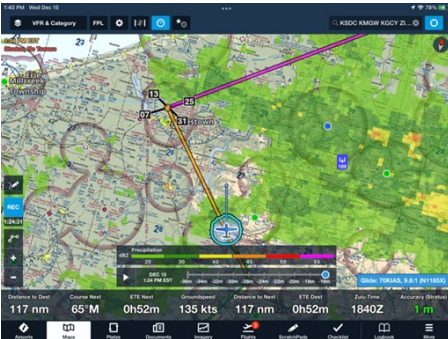
Though I was enjoying a nice tailwind en route to KCKB, Clarksburg, WV, I could see trouble brewing. An increasing crosswind from the left and these Mare's Tail clouds were a sure sign of challenging weather ahead. Well, that and the Aviation Forecast, TAFs and Flight Advisories. I was prepared to stop short if necessary.

The stop in Clarksburg, WV was short. I topped off the tanks and noted the predicted fuel burn was within a gallon of what was added. Flight Plan filed, Flight Following requested... Next stop, home! Maybe.

The flight past Pittsburg was uneventful. It was a smooth flight un-

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## Trip Report: Third Time's a Charm by Mike Bjerga



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der a high overcast and occasional light precipitation. As I approached Bradford, PA, I was starting to see the weather associated with a cold front moving to the east. I would not be able to continue straight home. Using ForeFlight, ADSB, ATC

and other pilots reports, I diverted west towards Jamestown, NY. The idea was to land in Jamestown and wait out the weather.

As I approached Jamestown, It looked like I would be able to continue on behind the front. The visibility was good, the turbulence was light and the groundspeed was great! As I continued past Rochester, I started to catch up with the front. Visibility decreased to about 5 miles and the winds at KSDC were gusting up around 19 kts. I kept a wide pattern, used only 1 notch of flaps and landed at KSDC in the rain. Seems about right. Hardest part is getting home.



### After Action:

I am working to prepare the plane for Club use. The flight controls have been re-rigged to neutral and the trim cable replaced by BAC. I have flown it a few times and we are working to tweak the flight controls a little bit. The tachometer has been changed and engine pre-heater added. Greg Arserio has donated a replacement radio since the digits on the installed radio didn't line up correctly. I have added the scanned flight manual, checklist and weight and balance data to the website. I have been contacting avionics shops requesting quotes to upgrade the avionics in the near future. The plane flies great! Of the two propeller options allowed by the STC, the installed one is the lower pitch angle, so the plane has exceptional take off and climb performance. We can, in the future, configure the propeller to the higher pitch angle for better cruise speeds, but it did well as it was. I was cruising at an indicated airspeed 125mph at 2450 rpms. On climb I was getting 1000 fpm up to 9500 ft. Stay tuned for more specific airplane info soon!

## Member Spotlight: Dan Probst by Chris Houston



Member: Dan Probst  
 Ratings: PP-SEL  
 Hours: ~ 230  
 Joined WFC: 2018  
 WFC Roles: Activities Committee  
 Aircraft: RV-8A (building)

When WFC member Dan Probst begins a new venture, he becomes deeply involved. Most recently, he transitioned from a first year member of the WFC Activities Committee in 2021 to its chair for 2022. Considering that, now seemed like the perfect time to introduce the broader WFC community to our newest committee chairman!

At the age of 12, Dan moved with his family to Boylston, MA where his destiny was influenced by neighbor Bo Reilly. Reilly was a master woodworker, talented musician who once played French horn with the Boston Symphony Orchestra, and a pilot/CFI owner of a Cirrus SR-20. Childless, Reilly was an enthusiastic mentor to Dan and his five siblings, taking them

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## Member Spotlight: Dan Probst by Chris Houston

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all flying at various times and giving Dan his first opportunity for stick time in the SR-20. Trips to Wiscasset, Maine (KIWI) were common. Clearly, those experiences made a lasting impression on Dan. Evenings of talking about airplanes over beer with Reilly are mandatory whenever Dan visits home.

Starting around age 8, Dan had a penchant for dismantling and reassembling electronics – sometimes in new configurations. The path Dan blazed toward a career in electrical engineering was paved with many blown household circuit breakers. One of his childhood projects is still in active use in his home – a set of speakers in cabinets beautifully crafted by his mentor, Reilly.

Like all of us, whether we are musicians in search of the right band or pilots in search of the right club, Dan went in search of likeminded people as a high school junior. He was accepted to the Massachusetts Academy of Math & Science, a prestigious magnet high school in Worcester, MA for juniors and seniors. It was a small student community of about 100 “tech nerds” (as Dan appreciatively refers to them). “It was simultaneously the best and worst thing I ever did,” Dan reflects. Though he reveled in being with kindred spirits, he describes the program as “intense”. 11th and 12 grades were essentially combined into a single year, a year in which Dan pulled many all-nighters. As seniors, the students took their classes at Worcester Polytechnic Insti-

tute (WPI). “As crazy as it was, it made college easy,” Dan says entirely without bravado, but as a way of describing the intensity of the program.

It was college that ultimately brought Dan to Rochester, NY. He and a fellow Academy alum were roommates at the Rochester Institute of Technology (RIT) where Dan majored in Electrical Engineering. Dan graduated with his Bachelor’s in Electrical Engineering in December 2015. After a successful co-op experience with Victor-based Teknic the prior summer, he was promptly hired by the firm after graduation. At Teknic, Dan does printed circuit board layouts, circuit design, prototyping, and debugging of servo motors and their controllers.

Partly inspired by his flying adventures with Reilly, Dan pondered becoming an Air Force pilot in 2018. The recruiter suggested that it would be advantageous for him to accumulate flight hours before joining. True to form, Dan jumped right in. An internet search of “flight lessons near me” identified the Rochester Air Center and WFC as possibilities, though Dan admits that the WFC caught his eye due to an advantageous pricing model. He flew an introductory flight with Mike Bjerga in December 2018 and started training in earnest in January 2019 with a goal of earning his Private Pilot certificate before entering the Air Force. Dan soloed in June of 2019 and earned his certificate in November of the same year.



Dan at Saint Mary's (OYM) on his first WFC-AC fly-out.



Dan experiences a mag failure in 1DT at OYM.

While his training was right on track, his acceptance as an officer candidate was delayed multiple times. In these cases, sometimes the practical logistics of life get in the way and Dan ultimately decided to forgo the Air Force. He actually received his acceptance much later than expected, in January 2020 – the same timeframe in which he made an offer on his current home.

His decision not to pursue the Air Force was also inspired by his enjoyment of general aviation. He initially looked at our small, piston-driven aircraft as necessary stepping stones to the real fun: flying powerful military aircraft. But he was surprised to learn that the small airplanes were fun, too. More importantly, they could be flown on his own terms.

He is quick to praise the atmosphere of the WFC for contributing to his enjoyment of flying. His introduction to the Activities Committee came by way of Tom Carter who

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## Member Spotlight: Dan Probst by Chris Houston

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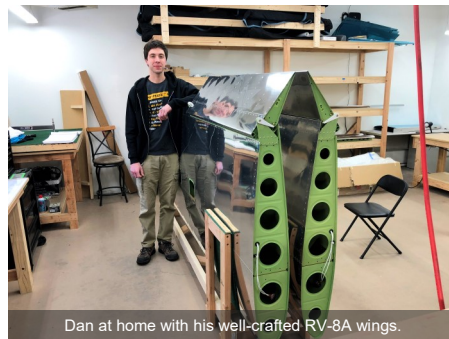
introduced himself one day while Dan was preflighting one of the club aircraft. In his ongoing quest to find his people, he believed that the Air Force would be the ideal group of people to join that were interested in aviation. Instead, he found that same camaraderie at the WFC. Decision made. “I’m staying. I’m all in.”

One of his more enjoyable flights was a 2021 Adirondack round robin flight with friends that included breakfast in Saranac Lake (ADK CAVU Café at KSLK), a visit to the one-way-in / one-way-out Schroom Lake Airport (4B7), and lunch in Lake Placid (KLKP). Also in 2021, he flew over the clouds with several other WFC aircraft to Westfield-Barnes Regional (KBAF) for an excellent meal at Tobiko Sushi (see “Cool Places To Fly”, [WFC Flyer, May 2021](#)). Last summer, he made a day trip to Shannon Airport in Fredricksburg, VA (KEZF) to visit family, which he counts as his most practical use of general aviation to date.

Dan became a regular participant in Activities Committee events, frequently contributing pictures of group fly-outs to the WFC newsletter and Facebook page. And he stuck with it, despite having a mag failure in 1DT at Saint Marys (KOYM) on his first fly-out with the Activities Committee and another mag failure while flying in another member’s airplane a week later. [Author’s note: Yep, it was mine.] In 2021, he joined the committee and organized some of last year’s events. He created and shared a



Dan with WFC members at KBAF in March 2021.



Dan at home with his well-crafted RV-8A wings.

database of nearby places to fly (previously posted in the newsletter, but here’s the [link](#) again). It was this great enthusiasm for the Activities Committee’s mission that earned Dan an invitation to lead it beginning in 2022. His first act was to create the “[Williamson-Sodus Airport Activity and Discussion Forum](#)” a new discussion forum for WFC members and other local aviators to share information and arrange fly-outs. It is a closed group on the Facebook platform and those wishing to participate are vetted by Dan. Already, there has been a fair amount of activity, particularly in the run-up to the opening of the Alton Bay Ice Runway (see “Cool Places To Fly”, [WFC Flyer, December 2021](#)). Look for more from Dan and the Activities Committee as the 2022 flying season gets going.

Since late 2020, Dan has been building a Van’s RV-8A, a two-place kit aircraft with in-line seating — a



After flying to Ticonderoga in 2021 to visit the *Enterprise*.



Grinning on the bridge of the *Enterprise* in Ticonderoga.

seating configuration suspiciously similar to military aircraft. As of this writing, he has completed the wings and tail feathers in his well-appointed home workshop. Time-lapse videos of the build are available on his [YouTube page](#) or for more details, check out Dan’s [EAA Builder’s Log](#). Dan is targeting a late 2023 completion for his RV. Help with riveting is always welcome and he is grateful for the assistance already provided by many friends including members Gilead Biggie and Steve Sippel.

Dan has been playing electric bass since 2015 and is currently in the band “Flight of Five”. Though apt, the band name was surprisingly **not** suggested by Dan. They specialize in rock, pop, and grunge from the 1980s and 90s. Dan’s house provides ample rehearsal space and is well-equipped with those same speakers that he built in collaboration with Bo Reilly as a

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## Member Spotlight: Dan Probst by Chris Houston

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kid. Dan has played in a few other local bands, including "Sons of Orson" with WFC member and former KROC air traffic controller Erik Stukbauer.

As the only one of his siblings that did not play in a school band, it might be a little surprising that

Dan is the one who grew up to be a gigging musician. He started with piano as a kid and tried various other instruments in search of the right one. In 11th grade, Bo Reilly taught him to play guitar and he ultimately switched to bass after rooming with others who played guitar and drums.

Whether it is electronics, playing music, flying, building an airplane, or serving on the Activities Committee, it is clear that Dan seeks to surround himself with enthusiastic people with similar interests and, once he finds those niches, he's all in. The WFC is fortunate to have someone like Dan bring his energy and enthusiasm to our club!

## From the Treasurer by Bob Herloski

It's been quite a while since I have written an article about WFC billing processes and assumptions. Here is a summary of our current billing processes...

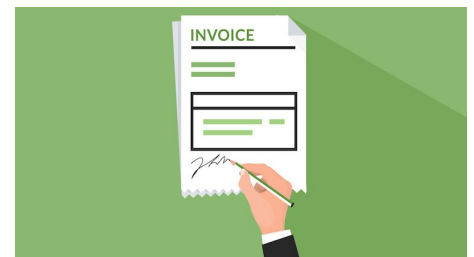
WFC uses Intuit's QuickBooks software for all financial accounting and billing. We only bill once a month, so the assumption is that billing is done in arrears. For example, the January invoice, which is dated January 31, will be received by members near the beginning of February, and reflects all charges accrued in January. This includes member purchases of fuel and pilot supplies, aircraft rental, hangar rental, and flight/ground instruction.

As part of the billing process, both invoices and statements are sent out the weekend after the first Thursday of the month (which is the monthly Board meeting date). Invoices and statements are normally sent via email. For those who wish to receive invoices via USMail, only invoices are sent out via USMail. So, most members will

receive two emails - one containing the invoice, and one containing the statement - on the Saturday or Sunday after the first Thursday of the month.

Invoices contain only the charges for the corresponding month. Statements summarize the invoice charges, as well as any payments or credits received during the month. Invoices contain two "balance" amounts: one the invoice total, and one the total customer balance. The total customer balance, at the very bottom of the invoice, does reflect payments posted to the account at invoice generation, so it should be the amount used to determine how much needs to be paid.

Intuit's QuickBooks software allows us to email invoices, and produces an email with links to make payments. Unfortunately, the "automated" QuickBooks payment process software has what I would call "bugs", which limit what amounts you can put into the "automated" QuickBooks process



for payment. In particular, you can't pay more than what QuickBooks "thinks" you owe. So, WFC also allows PayPal payments (you don't need a PayPal account to use that feature), and credit card payments using the club credit card reader on the WFC counter. Of course, checks can be USMailed, and checks/cash (checks preferred) can be put in the Treasurer's box underneath, in the rear, of the WFC counter.

Since it takes some time to generate the billing, I do the billing preparation the weekend before the first Thursday of the month. Depending upon the timing of the first Thursday of the month, the end of the previous month might

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## From the Treasurer by Bob Herloski

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occur after the weekend before the first Thursday of the month. In this case payments (or purchases) made very near the end of the month might not get posted by the time invoices are generated. Thus, to ensure payments are reflected in a timely fashion, please ensure they are made by the weekend before the first Thursday of the following month. I try to make deposits from payments made during the few days between the previous weekend and first Thursday and reflect those payments in statements, but I cannot guarantee it.

Because billing is done at that previous weekend, arrears determination is also done at that time. The Board has established an arrears notification process to let members know of overdue balances. Arrears are grouped into different aging blocks: 1-30 days past due, 31-60 days past due, 61-90 days past due, and > 90 days past due. The Board has a multi-step process for arrears notification - the first time a letter is sent out notifying of the arrears, typically at the 31-60 day past due point. If no response has been received by the following month, then another letter is sent out notifying the member of possible membership termination. For dues and aircraft charges not paid by the 31-60 day past due point, the member's aSoS account is temporarily locked. For hangar tenants, the first letter and late charges occur if the hangar rent is not paid by end of the following month (e.g., January rent not paid by the end of February). PROKEE access may also possibly

be temporarily suspended.

Arrears are reviewed at every Board meeting (again, first Thursday of the month). Members in arrears are notified via email, and USMail, by the club Secretary. Emails and letters are sent out after the Board meeting. Note that the latest the Board meeting could occur is the 6th of the month, so emails and letters might not go out until well after that. Note that arrears letters are a courtesy reminder. Invoices are due the 15th of the month following the date of the invoice (e.g., Feb. 15 for January 31 invoices), and potential arrears impacts could occur if full payment is not made by the end of the month following the date of the invoice (e.g., Feb. 28 for January 31 invoices).

In the far past the Board has had issues with some members going significantly in arrears with dues and flight charges, and a few hangar tenants have required the Board to implement legal proceedings. The establishment of these arrears notification processes in the recent past has significantly reduced arrears issues.

The Board is very willing to work with any arrears issues of any member based on their particular circumstances.

## Reminder! WFC Annual Meeting and Elections are February 10

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As a reminder, the Williamson Flying Club's Annual Meeting will be held on February 10, 2022 at 7:00 pm in the Clubhouse. Elections for Board of Directors positions will take place at the annual meeting. For information about the candidates, please see the [January 2022 WFC Flyer](#).

## Thank You!

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Sincere thanks to Mike Bjerga and our WFC plowing crew for keeping our airport open and cleared of snow!

