

WFC Flyer



Williamson Flying Club aircraft N1185X after landing at the Alton Bay Ice Runway (B18) on February 6, 2022, one of 30 aircraft to reach the famous frozen facility on its opening day (Chris Houston)

Important Dates:

General Meeting
March 10, 2022
WFC Clubhouse

Board Meeting
April 7, 2022
WFC Clubhouse

General Meeting
April 14, 2022
WFC Clubhouse

Inside This Issue:

- President's Desk, p1
- Cool Places To Fly: Bradley Int'l, p4
- Member Spotlight: Gilead Biggie, p6
- 2022 Pancake Breakfast, p8

Williamson Flying Club Newsletter

March 2022

From the President's Desk by Bob Fratangelo

Welcome to March!! It is my honor and privilege to serve as your President! Thank you for your confidence, support, and the opportunity!!

We have been fortunate to enjoy a milder winter than normal. However, Mike Bjerga, Dick Swingly and team have had numerous opportunities to exercise the new snow blower and snow moving equipment. They have done a marvelous job of keeping the airport ramps, taxiways and runway clear of snow so that we were able to get up in the air on those wonderful days with breaks from winter. Great big shout out to our snow removal team for a job well done!!

As our Founders planned it, we have a

great mix of past board members and two new board members aside from myself who are as eager as I am to get to the business of the club! We have met three times already to digest the business of the Club. Welcome to our newest board members V.P. Scott Lasky and Director Gilead (pronounced "gie lad") Biggie. Thank you to past board members for a job well done and great appreciation to those who continue on this year: Paula Sippel as our new Secretary, Bob Herloski as Treasurer, and Lesly Jean-Louis and Dick Swingly as Directors.

The Williamson Flying Club Apple Blossom Breakfast is back on this year, Sunday May 22! Do you remember the thrill

(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: Bob Fratangelo
Vice President: Scott Lasky
Treasurer: Bob Herloski
Secretary: Paula Sippel

Past President: Randy Christian
Director, 2020: Lesly Jean-Louis
Director, 2021: Dick Swingly
Director, 2022: Gilead Biggie

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

From the President's Desk by Bob Fratangelo

of your first trip to an airport? First plane ride? It is very rare that an organization's function becomes an annual tradition in any community. Ours is a family community tradition in two communities and for all of Wayne County. I have had so many people in both the Town of Sodus and the Town of Williamson ask me "Are you having the breakfast this year?" One person told me she has fond memories of coming to the breakfast with her family as a young girl and experiencing the thrill of seeing airplanes up close. Now she looks forward to taking her granddaughters to the breakfast every year! That is a 4th generation thrill for many today, especially in our two local communities!!! For me, it's also a 4th generation tradition as my "grand aviators" enjoy the same excitement that swirls around it as I did when attending with my folks. My very first ride in an airplane was at the Williamson Flying Club Apple Blossom Breakfast! This is our signature community event where we open our fences and invite the

public in for some fun with their families to see, hear and watch airplanes on the ground, in the air and to go for a ride! Remember your first experience? Remember when you introduced your first rider to their first plane ride? How exciting it was for the both of you?

We need all of you to come out and support this event. Bring your families to help and work alongside you!! It's great fun and the one time we can all gather and bond as club members to serve the club and our local communities. You meet your fellow club members in an atmosphere of working together to achieve a common goal, bonding with those you work with, plus it's **great fun** doing so. We start at 0630 and finish around 1430. Many hands make light work!! It works! We have "set up day" on Saturday (May 21) with a lunch that follows, then it's show day on Sunday! Rain or shine! People come no matter what the weather is, but the sunnier the day, the more visitors we get. We have served up to 2500 in the past! Even on the rainiest day, we have served over 1300. You will all have an allotment of tickets to sell. Our membership selling tickets helps offset the cost of running the breakfast and brings more people to the event beyond those aware of it from local knowledge and advertising. These are needed and necessary ticket sales! Sell your tickets! Sell more! Use them to get people out to our beloved club! When asked about the airport, members of our community commonly reply, "They have a great breakfast that we look forward to attending every year!" Talk about

great community relations! Supporting our communities' desire to come and participate in aviation at "their airport" is worth doing, even if we were to lose money. The wonder of aviation never dulls or is lost!

Once a quarter this year we will be holding a social event to "**Come out to Get to Know our New Club Members**". We will hold these on Saturdays with lunch in the maintenance hangar (it has heat). Our first "meet and greet" will be held 3/26/22, then 6/18/22, 9/17/22 and at our annual Christmas party for December. Put these dates in your calendar and be sure to come out to meet our new club members and make them feel welcome among the family!

We have enjoyed "Tony's" club lunches on Saturdays throughout the summer for several years now. **Thank you TONY!** These will continue this year, of course. **We will also have a board member sponsor a lunch once a month.** Donations to support these lunches will always be appreciated (and thank you very much). Each board member will offer a side or two to enhance and excite our culinary side!!! Yep, once a month throughout the year. (We need to be sure the heat works in the maintenance hangar!) Oh, I can hear the hangar tales now!

Starting in March, we will also have **cookouts prior to each club membership meeting at 6 pm** (that's 1800 for those of you on military time). Nothing fancy, dogs, burgers and great company. It will be a fun

(Continued on page 3)

Aviation Quote

"A fierce and monkish art; a castigation of the flesh. You must cut out your imagination and not fly an airplane but regulate a half-dozen instruments... At first, the conflicts between animal sense and engineering brain are irresistibly strong."

— Wolfgang Langewiesche,
author of *Stick and Rudder*,
describing flying on
instruments in *A
Flier's World*, 1943

From the President's Desk by Bob Fratangelo

(Continued from page 2)

social gathering prior to the meeting! We will add a **15 minute FAA FAAST safety talk** at the end of each meeting with Mike Bjerga.

Plans are underway for our **annual flying club member picnic** (V.P. Scott Lasky). As the details unfold, we will get them out to you. Spot landing contests, flower bombing, kids, planes, contests...fun stuff!!!

The new Warrior will be getting some upgraded avionics this year. We are still gathering pricing, but commit to these upgrades so that it will be a wonderful cross country machine. The market is not favorable to purchase a fifth airplane as a third trainer right now. We are watching for opportunities, so if you see one that is a hot deal, please let us know. Hopefully we will come across one that will be a good fit for our fleet.

We will be conducting a **survey among our membership to see who has what talents that may be beneficial to running and maintaining the club.** This is our airport, our field, and our buildings. We rely on our club's talent to keep it up and maintained. We always have. When the survey comes out, please complete it. There is no greater joy than working around the airport, especially not having a need to make excuses to come to the airport to hang out otherwise. We are looking for people to serve on committees for grounds (mowing, snow plowing, field work, runway/taxiway work), buildings, administrative duties, aircraft detailing, and membership support.

We will be looking at some other committees to support our club and its membership once we get the survey completed. We are also looking at other options to replace the current system of recognizing your volunteer efforts on various committees. More on that in a couple of months.

We are looking for new club member mentors. If you are interested, please let me know. We will be creating a Membership Committee. One duty will be to provide new member support that will include mentoring and a venue for the membership to know who to reach out to for support. We brought in 25 new members last year! Let's be sure to engage them, eh? Remember when you were new to the club or new to flying?

Come on out to the club!! Go flying!!! If you are rusty, well, get up with an instructor and get fresh again! Or fly right seat with someone else and split the gas! Right seat flying is a great way to get comfortable again. Tour around the hangars and, if you see a hangar door open, stop in to see what is hiding in there, introduce yourself, talk to the person in the hangar, swap stories. Over 80% of the people renting hangars are themselves club members! There are many stories to be heard and a large variety of planes to look at! Don't be bashful. It's your club! Tour around!

See you at our next Membership meeting! Come early for a dog or burger!

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

Congratulations To the 2022 WFC Board

Following elections at the February 2022 annual meeting, the Williamson Flying Club has a new Board of Directors. Congratulations to both incoming and continuing members and thank you for your service!

President: [Bob Fratangelo](#)
Vice President: [Scott Lasky](#)
Treasurer: Bob Herloski
Secretary: [Paula Sippel](#)
Past President: [Randy Christian](#)
Director, 2020: [Lesly Jean-Louis](#)
Director, 2021: [Dick Swingly](#)
Director, 2022: [Gilead Biggie](#)

If you have ever wanted to know more about who our board members are as people and pilots, many have been featured in past Member Spotlight columns right here in the WFC Flyer. All are passionate aviators and have their own stories to tell. Underlined links above will take you to the relevant WFC Flyer issues featuring each board member.

Cool Places To Fly by Chris Houston

Destination: Bradley International (KBDL), Windsor Locks, CT

Distance: 211 nautical miles

Why It's Cool:

Bradley International is home to one of the finest aviation museums in the northeast, the [New England Air Museum](#) (NEAM).

NEAM boasts a range of aircraft in its collection, civil to military, piston powered to turbine. There is a large sampling of World War II aircraft including classics like the Thunderbolt, a Hellcat, an A-26, and a Corsair. NEAM takes full advantage of its location near the traditional homes of Sikorsky, Pratt

& Whitney, Chance Vought, and Kaman Aircraft. It features a number of rare or unusual helicopters and flying boats built by Sikorsky. Helicopters from Kaman Aircraft are well represented from across the decades. While many museums with large World War II collections feature a Corsair, the NEAM's Corsair is a 1944 XF4U-4 model, prototype to the F4U-4 Corsairs built just down the road in East Hartford, CT.

What makes the NEAM stand out over other aviation museums is the number of rare aircraft on display. The crown jewel of the WWII collection is the B-29 Superfortress *Jack's Hack*, its distinctive

glassed-in nose having inspired Han Solo's beloved *Millennium Falcon* (wookiee not included). Upon entering the museum, visitors are greeted by a 1969 Sikorsky CH-54 Tarhe, the military version of the famous Skycrane helicopter. The civilian aviation hangar is dominated by the massive VS-44A flying boat *Excambian*. Built in 1942, it is one of only three VS-44As ever constructed by Sikorsky and represents the sole surviving American-built, commercial, trans-oceanic, four-engine flying boat regardless of make or model. It is a beautiful throwback to the early twentieth century when Pan Am flying boats dominated international commer-

(Continued on page 5)



Turning final for runway 33 at KBDL



Main entrance of the NEAM



Restored Boeing B-29 Superfortress



My airplane at Signature (the little one behind the jet)



The Republic P-47 Thunderbolt



Nose to nose with the B-29 at NEAM



Lockheed Electra, 3 serial numbers before Amelia Earhart's



Climbing into the cockpit of the mighty P-47 Thunderbolt



Quite possibly the least-racy nose art I have ever seen

Cool Places To Fly by Chris Houston

(Continued from page 4)

cial flying. Other rare artifacts include a fully restored 1942 Goodyear ZNPk-28 Blimp Control Car. These blimps were put into service along US coastlines during WWII for aerial photography, SAR, anti-submarine patrol, and mine sweeping. Powered by two Pratt & Whitney R-1340-AN2 550 horsepower radial Wasp engines mounted in pods on either side of the gondola, it is the only control car of its kind still in existence.

All of NEAM's aircraft on display are in excellent condition. During my visit in January of 2022, several aircraft cockpits were open and available for close inspection in-

cluding a 1985 Kaman Seasprite helicopter, a 1953 North American F-100A Super Sabre, and a 1945 Republic P-47 Thunderbolt built just across the sound on Long Island. Sitting in the well-used F-100A cockpit, astride the first USAF fighter capable of going supersonic in level flight, I imagined being a fresh faced 20-something blasting through the atmosphere in one of the fastest machines of its era.

Suffice to say, I had a blast exploring the NEAM, my first visit since 2010. The docents I met were friendly and excited to talk about airplanes. Many were former military pilots. This museum is a step above the typical and well worth visiting for those who enjoy old air-

planes.

Bradley International (KBDL) is surrounded by Class C airspace and is claimed to be the second largest commercial airport in New England after Boston Logan (disclaimer: data not independently verified). Bradley hosts a mixture of commercial, military, and general aviation. Overall, it operates much like Greater Rochester International (KROC) and would be comfortable for any pilot accustomed to landing at Rochester.

Tips:

- NEAM is located on the north side of Bradley International, just east of the approach end of runway 15.
- Admission to NEAM is \$10, \$18, and \$15 dollars for youths, adults, and 65+, respectively.
- NEAM hours are 9:00 am to 4:00 pm Tuesday–Sunday.

(Continued on page 6)



The North American F100-A Super Sabre



Super Sabre cockpit



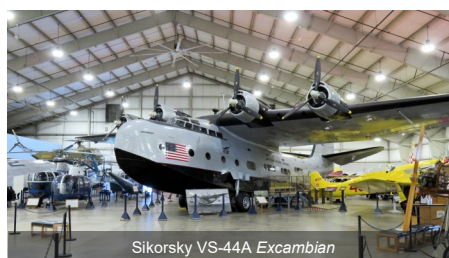
Super Sabre throttle



Douglas A-26 Invader medium bomber



Sikorsky CH-54 Tarhe, a militarized Skycrane



Sikorsky VS-44A Excambian



1942 Goodyear ZNPk-28 Blimp Control Car

Cool Places To Fly by Chris Houston

(Continued from page 5)

- Bradley hosts two FBO's, Signature and TAC-Air. Both FBOs claim to provide shuttle service to the NEAM, but NEAM is only reasonably walkable from Signature.
- Fuel is currently \$7.50 and \$7.45/gal at TAC-Air and Signature, respectively.
- Given the larger airport, it is not surprising that there is a fee structure to manage. As of January 2022, the fees quoted by Signature were:
 - \$5 landing fee
 - \$39 handling fee
 - \$25 parking fee (if

parked longer than 2 hours)

- The \$39 handling fee is waived with the purchase of at least 10 gallons of fuel. Thus, with a fuel purchase, 2+ hours of parking would cost \$30.
- However, after they quoted the above fees to me over the phone, I arrived to discover that they were unable to pump avgas. As a result, all fees (including the landing fee) were waived. It cost me nothing to park at Signature for three hours. I couldn't have planned it that well if I tried.

- More details and photos can be found on my blog, [Photographic Logbook](#).

[Author's Note: This article is updated from an earlier feature run in the May 2019 WFC Flyer.]



Douglas DC-3 in Eastern Airlines markings

Member Spotlight: Gilead Biggie by Chris Houston



Member: Gilead Biggie
 Ratings: PP-SEL
 Hours: ~ 300
 Joined WFC: 2020
 WFC Roles: Director, Activities Committee

A private pilot certificate represents freedom. This is something that Gilead Biggie, recently-elected Director on the Williamson Flying Club board took to heart. In less than two years after earning his private pilot certificate, Gilead has

logged around 300 hours and already experienced a number of aeronautical adventures on both the east and west coasts.

Gilead's close family friend Shalom was his aviation inspiration. As a pre-teen, Gilead experienced his first flight in Shalom's Cirrus SR-20 in his native Maine. "I really liked the fact that you could hop in a plane and be somewhere ostensibly far away in just a couple of hours," he says of his early appreciation for flight.

The years that followed as a broke college student were not conducive to pursuing the dream of flight. However, studying Mechanical Engineering at the University of Rochester reunited him with Shalom who relocated to Rochester for

family reasons. That association kept the dream alive through Gilead's college years.

When he graduated from the U of R with his Bachelor's in Mechanical Engineering, he relocated to Maryland for his first job. With a real paycheck, it was time to really explore aviation. He started with a flight school based at the College Park Airport (KCGS) in Maryland. College Park is known as one of the "DC3", one of three airports located within the Washington DC Flight Restricted Zone (FRZ). Pilots operating from College Park require vetting and ultimately receive a PIN to allow filing flight plans into or out of the FRZ. Although Gilead applied for and received a PIN, he never had to use it. Frustrated with

(Continued on page 7)

Member Spotlight: Gilead Biggie by Chris Houston

(Continued from page 6)

slow progress in College Park, he switched to a new flight school before soloing.

Gilead felt truly at home at Blue Star Aviation Services at the Lost Acres Airport (8PNO) in Chambersburg, PA. He flew a PA-28-151 Warrior with a 160 horsepower upgraded engine from an 1800 foot long private turf runway. This provided Gilead an excellent opportunity to hone his short field technique. "Flat was not a word you'd use to describe it," he adds in speaking of the strip. He soloed from Lost Acres and ultimately earned his Private Pilot certificate in May of 2020.

In August of 2020, a new job opportunity with SimuTech Group brought Gilead back to Rochester where he sought out a new place to fly. From his college days, he was aware of both the Rochester Air Center and the Williamson Flying Club and ultimately joined the WFC in October of 2020. While the lower cost of flying with the WFC was a factor, the community and member activity at the club were what won him over. While he enjoyed his time at Lost Acres, he craved a sense of community that was missing from there and the WFC satisfied that need capably.

In the brief time since earning his certificate, Gilead has had a striking number of aeronautical adventures. He has PIC time in the Cirrus SR-22 that Shalom upgraded to since his early flying days in Maine. Right after earning his certificate, Gilead flew with Shalom in the Cirrus

rus from Rochester to Boulder, CO. It was Gilead's first opportunity to experience a true cross country flight by general aviation.

In 2021, a trip to the west coast resulted in a unique opportunity. After a brief checkout, a friend offered Gilead the opportunity to fly his Cessna 150 from Independence, OR to multiple destinations in California and Washington. It was his first C-150 experience and he accumulated 40 hours in the fun to fly two seater over the course of five days. Destinations included the Mojave Air and Space Port (KMHV), Catalina Island (KAVX), and Copalis State Airport (S16), the only FAA-designated beach runway in the lower 48. Gilead recounted his west coast adventure in a [trip report](#) for the November 2021 issue of the WFC Flyer. Gilead also has an excellent eye for photography as evidenced by the images accompanying the article and available on his [Instagram](#) account.

His first WFC activity was in October 2021 when he and Shalom joined an Activities Committee fly-out to Cleveland's Burke Lakefront Airport (KBKL) for lunch and a tour of the Steamship William G Mather. Over lunch at the Winking Lizard Tavern, we discovered that Gilead and WFC member Tom Carter both attended the same high school in Maine, only to move to the Rochester area and join the WFC. What are the odds?

He also highlights a group fly-out with WFC members to Bradford Regional Airport (KBFD) for a truly



Gilead after his first solo flight in the Blue Star Warrior



With friend Teddy and N1185X at the Alton Bay ice runway



Gilead (left) in Cleveland with WFC and Shalom (far right)

outstanding dinner at the Runway Bar & Grill. He notes that it is a lot of fun to fly with a group of other airplanes.

After landing at the only FAA-recognized beach airport in the lower 48 in 2021, he started 2022 by landing N1185X at the only FAA-recognized ice runway in the lower 48. It was his first visit to Alton Bay (B18), where he joined with three other WFC aircraft and members on February 6. The WFC aircraft landed within two hours of the ice runway opening for the year and

(Continued on page 8)

Member Spotlight: Gilead Biggie by Chris Houston

(Continued from page 7)

comprised four of the 30 aircraft that landed at Alton Bay on opening day in 2022. While Alton Bay was truly a highlight for Gilead on that flight, the day also included a visit to Martha’s Vineyard (KMVY) and an aerial tour of the Boston skyline.

That’s a lot of adventure for someone who earned his certificate less than two years ago! He has logged PIC time in various Cherokee models, the club’s former Hawk XP, the SR-22, and the Cessna 150. He has even logged a few tailwheel

landings in a Citabria. Gilead is also actively working toward an Instrument Rating with club instructor Dan Adams.

Wanting to become more involved with the WFC, Gilead has accepted a number of volunteer roles. He served on the Nominations Committee for the 2022 election, joined the Activities Committee, was elected to a Director seat, and was recently designed as Bird Bath Promotor by Mike Bjerga.

When not involved with aviation or club activities, Gilead works at the

SimuTech Group, a consulting firm that specializes in mechanical load, vibration, and strain testing. His current focus is on prototype wind turbines, doing studies to validate that they “do what they’re supposed to do without falling over.”

As we wrapped up our discussion, Gilead added that he is “looking forward to helping with the board and making sure that this club continues being the excellent organization that it is.” Surely, this is a sentiment that we can all get behind!

2022 Williamson Apple Blossom Festival Pancake Breakfast by Kim Christian

It's official - the 2022 Pancake Breakfast is on! Our tentative roster for this year's breakfast is shown below. Please take a couple minutes and find your name and see what your assignment is. Please contact me with any concerns or if you are unable to find your name and I will help you.

This year we'll be looking for some new people to start stepping into the Chair rolls for those that are retiring or just needing additional helping hands. If you are interested in any of these positions - please let me know.

Thanks so much - looking forward to seeing everybody !

2022 Breakfast Duty Roster - Sunday May 22nd, 2022

Cooking Chair			Ron Foti	Dawn Mehserle	
Tim Isbell (315) 524-6708			(585) 265-1529	(585) 748-2485	
Sausage Rollers	Egg Crackers	Pancake Flippers	Pancake Mixer / Coffee Maker	Beverages	Table Detail
Jim Baker Randy Christian Matthew Ernisse Robert Failmezger Joe Kasprzycki Joseph Marang John McIntire Steve Murray Kyle McKay Brian Reilly Derek Six Steven Snyder	Andrew Ainslie Peter Consitt Timothy Francisco Steve Gierer John Griebusch Steven Jenis Paul Loveless Mark Mitchell Patrick Rae Don Scordo John St Peter David Urban Timothy Valentine Alan Verbridge	Glenn Barlis Thomas Carter Steve Crane Joe Eicher Ian Fair Jack Fuller Geoffrey Jones Maximilian Kreckel Mick McKee Gabriel OrrangePaton Eric Swart Dick Swingly Bodgan Udyak Jacob Wafler	Rick Allen Martin Gray Jim Hartsen Christopher Henry Tyler Hopkins Lawrence Kaiser Timothy Kehoe Scott Lasky Mike Neracker Matt Palmer Bob Robideau Erik Stukbauer Bill VanDame Timothy Yandow	Michael Abate Greg Arserio Caitlyn Augustyn Robert Burns Bob Courmoyer Trevor Crandell Robert Hibbard Lesly Jean-Louis Kevin Kelly Ralph Kendall Eric Mehserle Sean Mills Aaron Preston Nicole Pursati Donald Sirianni	Geoffrey Bachmann James Black Ethan Blount Michael Booher Gilead Biggie Thomas Glenwright Robert Healey William Hughes John Joseph Steve Malin Brianna McCall James Mills Bradley Roehrig Shawn Springer Spencer Tretter
					Clubhouse Security Bonnie-Jean Rohner
					Breakfast Chairs Bill Bach 585-314-6564 Kim Christian 585-236-6225

2022 Williamson Apple Blossom Festival Pancake Breakfast by Kim Christian

	Peggy Allen (315) 597-1128	Chirs Karpenko 585 865 5205	Pam Tarkington	Paula Sippel	Gary Stevens	
Ride Control Gordon Burlee Bob DePuyt JD Fowler David Lindsay Misha Makara Amber Newsome George Newsome George Newsome IV Anthony Piccolo Mark Rynearson Steven Young	Information Booth Tony Alesci Robert Clark Frances Englund Betsy Foss Brian Norris Jonathan Pennell Justin Whitmore Zachary Wilkie Jacob Wilson Michael Yatteau Alex Zapesochny	Raffle Tickets Gary Caldwell Scott Cicora Greta Kolcon Jeffery Kolcon Roman Kusmiy CAP Capt. Joel Falbo	Ticket Takers Jacob Bucknam Michael Cruz Austin Dailey Jared Downing Kevin Duhamel Joseph Francese Andrew Hecht Nicolas Mazzola Thomas Mueller Jessica Pruss Ian Youngs	Ticket Sales John Bailey John Creatura John Ghertner Bob Herloski Thomas Howe Phil Miller Steven Sippel Ruslan Tsyapura Ernest Walter Brit Wood	Airport Security Ed Ciolkowski Dan Cregan Carl Facer Stan Wochner Grounds/Facilities Dick Swingly 315-483-6011	People Transport Kim Christian Corky Schoeneman People Traffic Control Mike Oleary Signs Dan Cregan Gary Stevens

Mike Bjerga 585 483 6011		Stephen Kruger	Duane Sims 315-945-0180	Dan Dorschel	Dean Popoli
Ride Pilots Dan Adams Mike Bebernitz Mike Bjerga Bob Fratangelo Chris Houston John Lauster Dave Lowry Brad Salatino	Unicom Photographer Rick McCutchan 315 483 8262	Aircraft Parking Rui Amorim Don Henry Robert Langenbahn Chuck Marchese Jamie Oliver Dave Perricone John Rubio Mike Spang Jim Swan Howard Weiner John Williams Michael Young Aron Zbick Jason Zbick	Helo Rides Duane Sims Light Sport Aircraft Toni Alesci	Auto Parking Robert Cahill Lou Clemente Vincent Fasanello Alex Grassl Chuck Mangos Drew McUmber Rodney Neuffer Dan Probst Erik Rall Eman Safadi Ziad Safadi Jonah Sharp Caleb Shulman Kevin Simpson Brendan Tillinghast Kevin Whitaker	Classic and Experimental Aircraft Barry Holtz - Grumman Lee Shippers Rainer Stellrecht Scott Zeller

IMPORTANT Breakfast dates:

The BREAKFAST !!!

Breakfast setup

Grill Setup

***** Sunday, May 22nd *****

Saturday, May 21st @ 9am

Wednesday, May 18th @ 5pm