

WFC Flyer

"Almost Home": About to land on runway 28 at the Williamson Sodus Airport. (Bob Fratangelo)

Important Dates:

General Meeting
April 14, 2022
WFC Clubhouse

Board Meeting
May 5, 2022
WFC Clubhouse

General Meeting
May 12, 2022
WFC Clubhouse

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Williamson Flying Club Newsletter

April 2022

From the President's Desk by Bob Fratangelo

Welcome to April!!!

The Williamson Flying Club Apple Blossom Breakfast is Sunday May 22! Active Membership tickets will be available at the Membership meeting Thursday 4-14-22. Come and get your tickets!!! Sell your tickets! Sell more... Use them to get people out to our beloved Club!

New this year we are also selling "Pre-Sale Tickets" to the public on-line and Saturdays at the airport from 0900-1200, Apr 23 - May 21. **We need volunteers to sit in the club house to sell pre-sale tickets to the public those 5 consecutive Saturdays! Interested???** Let me, Paula Sippel, Scott Lasky, Bill Bach, or Kim Christian know!



Fuel prices are the highest we have ever seen. At our last membership meeting we voted to purchase a load to top off our tanks. It is beginning to look like that was a very fortuitous purchase. The Board reviewed our pricing and although we found we needed to take our pump price up to \$6.28/ gallon, we decided to ride out the storm and keep our aircraft rates as is with the increase we took at the beginning of the year. We have enough fuel now to take us through summer. Hopefully the fuel market will drop when we are ready to purchase fuel again.

We have a new committee, the "Membership Committee". Chair is Gilead Biggie and the members are Chris

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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: 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

Aviation Quote

“But what I could never tell of was the beauty and exaltation of flying itself. Above the haze layer with the sun behind you or sinking ahead, alone in an open cockpit, there is nothing and everything to see. The upper surface of the haze stretches on like an endless desert, featureless and flat, and empty to the horizon. It seems your world alone. Threading one’s way through the great piles of summer cumulus that hang over the plains, the patches of ground that show far far below are for earth-bound folk, and the cloud shapes are sculptured just for you. The flash of rain, the shining rainbow riding completely around the plane, the life over mountain ridges, the steady, pure air at dawn take-offs...It was so alive and rich a life that any other conceivable choice seemed dull, prosaic, and humdrum

— Dean Smith
*By the Seat of My
 Pants: A Pilot’s
 Progress from
 1917–1930*

From the President’s Desk by Bob Fratangelo

(Continued from page 1)

Houston and Ed Ciolkowski. This committee will seek out mentors who will be willing to guide new members through an introduction to the Club, explore its many opportunities, and to be a point of contact for new members for learning all facets of Club membership. The Membership Committee will also be the Club membership’s advocate for those who want to share concerns or express suggestions, etc. If you are interested in becoming a mentor for a new Club member let one of the Committee know!

We held our first quarter “Meet and Greet New Members” luncheon on Mar 26th! 37 members came out for the event and a grand time was had by all! Thank you to our two airport chefs, Gilead Biggie and Dave Lowry! We will have one each quarter moving forward.

Our first cookout/member social held prior to the Membership Meeting also went well; Chef Dave Lowry cooked gourmet dogs and burgers! We will do this throughout the year prior to each

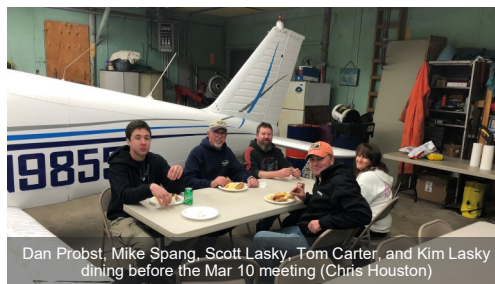
meeting – starting at 6pm!!! If you don’t have time for dinner, get to the airport before the meeting and enjoy! Donations appreciated.

We will add a 15 minute FAA FAAST safety talk at the end of membership meetings with Mike Bjerga.

Plans are underway for our annual Flying Club Member picnic (V.P. Scott Lasky sub Chair for the Activities Committee), as the details unfold we will get them out to you. Spot Landing contests, flower (or tractor) bombing, balloon popping? Ribbon cutting? Kids, planes, contests... Fun stuff!!!

We will be conducting a survey among our membership to see what talents our membership have that they may be willing to share to help run and/or maintain our Club/airport. 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, espe-

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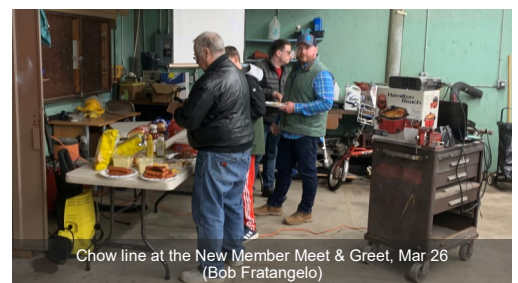
Dan Probst, Mike Spang, Scott Lasky, Tom Carter, and Kim Lasky dining before the Mar 10 meeting (Chris Houston)



Meet & Greet chefs Gilead Biggie and Dave Lowry (Bob Fratangelo)



A great turnout for the New Member Meet & Greet on Mar 26! (Bob Fratangelo)



Chow line at the New Member Meet & Greet, Mar 26 (Bob Fratangelo)

From the President's Desk by Bob Fratangelo

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cially 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 are also looking at other options to replace the

current system of recognizing one's volunteer efforts on the various committees. More on that in a couple of months.

Come on out to the Club!! Go flying!!! If you are rusty, get up with an instructor and get fresh again or grab some right seat time with someone else (split the gas - or buy lunch)! Tour around the hang-

ars, 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. Don't be bashful... It's your Club! Tour around.

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

Member Spotlight: Jack Fuller by Chris Houston



Member: Jack Fuller
 Ratings: Comm-SEL, IFR, A&P
 Hours: 2000+
 Joined WFC: 1988
 Past Roles: President, Vice-President, Secretary, Director, Projects
 Aircraft: 1968 PA-28-180

New arrivals to the Williamson-Sodus Airport, home to the Williamson Flying Club, find a well-maintained, well-equipped facility. Without having seen it evolve, it is difficult to appreciate that today's airport grew bit by bit under the stewardship of past members and Boards of Directors. But Jack Fuller understands how the Williamson-Sodus Airport developed; he is one

of the members that directly helped drive its growth and expansion.

When Jack joined in 1988, a dirt road connected the property to NY-104. Fabricated from oil and stone, the runway was only moderately more advanced than the dirt driveway. He came the Williamson Flying Club for the same reason many do - to fulfill a lifelong dream of flight. With his children out of college, flying lessons were finally within his financial reach.

Jack trained for his Private Pilot certificate with John Creatura ([Member Spotlight, Jan 2022](#)), initially soloing in a Piper Colt on New Years Day in 1989. "The Colt had no flaps," Jack recalls. "Cut the power and they just come down." Prior to his check ride, Jack moved to a Cherokee 140. When asked if it still belonged to the club, Jack shakes his head sadly. That 140 was a victim of the [infamous hangar collapse of January 1999](#). After passing his check ride in 1989, Jack moved straight through earning his instrument and commercial ratings. Bill Law was the examiner

for all three. "Don't get me sick or wet and you'll make out," Law explained to him at the outset of his first check ride. The examiner was particularly impressed with Jack's precision flying of an ILS approach to earn an instrument rating. "I could read a newspaper down to minimums with you," he told Jack. High praise, indeed!

Jack's first airplane was a Cherokee 140 co-owned with Ron Teed. Jack's wife Esther - to whom he has been married for 61 years - used to fly with him regularly. Flights to Lake Placid were a favorite activity for the two of them.

On one fateful day, Jack and Esther flew the 140 to Hornell for chicken barbecue. Despite an "all clear" from the weather briefer, they encountered stormy weather on the way home and diverted to Dansville. On approach to the airport from the south, with visibility dropping rapidly around them, they were caught in the downdraft of a microburst and came down through the Fotomat hut across the street from the airport

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Member Spotlight: Jack Fuller by Chris Houston

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(currently, Ice Cream Island). Jack is quick to praise the durability of the Piper. Though the aircraft was a total loss, they walked away from the accident, Jack with a black eye from hitting the compass and Esther with a mere scratch on her leg.

Visitors to Jack's hangar will find a unique piece of hand drawn artwork commemorating the event hanging on the wall. The cartoon depicts Jack in full barnstorming regalia (flying helmet, goggles, scarf, etc.) astride a wrecked airplane beside the Fotomat. "Hi Jack!! Er...pickin' up of droppin' off?" says the lady at the window.

In 1992, Jack bought his current aircraft, a 1968 Cherokee 180. Observing his wife's anxiety while flying in solid instrument meteorological conditions over central New Hampshire, he became concerned. He explained that, if she was not comfortable flying, he did not expect her to. She confessed that flying in IMC was not comfortable for her, particularly after the accident in the 140. That day over New Hampshire became her last flight. The fact that she was willing to tough it out despite her anxiety combined with his sensitivity to her discomfort would seem to say a lot about their 61 year relationship.

Jack retired from the Wayne County Sheriff's Department in 2004 and earned his A&P as a retirement project. Ever since, he has done all the work on his own aircraft, though without IA privileges, he cannot sign off on annual in-

spections. But the hands-on work is his own and, as a result, he knows exactly what care his aircraft has received over the years.

After earning his A&P, Jack purchased a pair of Cessna 150 project airplanes to restore, both of which are still on the field. One is owned by Bob Robideau ([Member Spotlight, Apr 2021](#)) and the other by Mike O'Leary. One of his most significant aircraft projects was a ground-up restoration of a 1947 Aeronca Champ in collaboration with Mike Shippers ([Member Spotlight, Mar 2021](#)). Shippers currently owns and flies the blue and white Champ, a common sight on warm Saturday mornings at KSDC.

During his time with the club, Jack served multiple terms in all positions on the board except treasurer, fulfilling the roles of director, secretary, vice-president, and president. Alongside members Gary Verbridge ([In Memoriam, Feb 2021](#)) and particularly Wes Somerville, Jack was a driving force in projects to expand and improve the airport until 2011.

Jack and Verbridge led the charge to build the nine open bay hangars still standing nearest the runway. The pair saw it as a means to help the airport become more self-sufficient, though that viewpoint was not universally embraced at the time.

Jack was one of five members who fronted money to build the Williamson Aeronautical Services hangar, a true grass-roots approach to improving the airport. The club ulti-

mately repaid the five members for their investment.

Jack helped coordinate the project to construct a modern, paved runway in 1996. "Every spring, we had a displaced threshold on 10 because geese needed a place to swim," he recalls of the old runway. The new paved runway is elevated on the west end to avoid flooding. The runway project caused tremendous concern among members who worried about being unable to fly that summer. In a creative solution to the problem, the Williamson Flying Club temporarily relocated its fleet to the Palmyra Airport so that members could still fly while the runway was under construction back at home.

During his time working on projects for the airport, the facility as we know it gradually came together. Property was bought in piecemeal from around the airport; movement of trailer homes; buying and selling real estate; negotiating with banks; arranging for grants from local, state, and federal government agencies; member investment in the field, both in dollars and sweat equity; and negotiating with all affected parties to make deals that helped everyone involved. "Whenever we ran into a roadblock, someone would help us through it," Jack reminisces. "Everybody worked with us. Everyone wanted to see the airplanes." Our current airport did not spring into existence in its current state. It was an evolution that was the product of a lot of hard work. Multi-

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Member Spotlight: Jack Fuller by Chris Houston

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ple hangars, the current fuel farm, the runway, and a parallel taxiway were all enhancements made to the field during Jack's time working on projects.

Some projects did not go as expected. After obtaining grant money to purchase land west of the runway to expand in that direction, a domestic dispute between the landowner and his wife froze the deal. In consultation with the state, the grant money was redirected to the purchase of an AWOS instead.

It was Jack who approached Ray Chapin of BAC Services about relocating to the field. The club could not afford to build a maintenance shop for Ray, but they worked out a deal where Ray helped build the hangar at our airport and the club repaid his investment by waiving rent for a period of time. It was a creative solution that benefitted all parties on the field. Jack now

spends much of his time at BAC Services, volunteering his time and exercising his A&P certificate.

Jack originally came to Rochester in 1961 to work for Bausch & Lomb as a machine maker. In his 11 years at the company, he worked on machines that cut and ground glass for B&L's world-renowned optics. He also worked on the first soft contact lens manufacturing line, an innovation that forever changed the direction of the company from a specialist in optical glass to a leader in polymeric medical devices.

In search of something new, Jack joined the Wayne County Sherriff's Department in 1973 where he remained until 2004. He held a variety of roles there, from drug enforcement on the night shift (which allowed him to take flying lessons during the day), to patrolling migrant camps, to ultimately retiring as an investigator. Of his assign-

ment to the camps of migrant workers, Jack comments that he received, "One black eye out of the whole thing, but that was OK." It seems an odd coincidence that Jack is able to summarize his only aircraft accident **and** his job with the Sherriff's Department as having the same outcomes!

Standing with Jack as he looks out across the Williamson Sodus Airport, one gets the sense that, behind the veneer of our current reality, Jack still sees that dirt lane leading onto the property from the highway and the old stone and oil runway. "I'm very happy with what happened here," he says in summary. And he should be. While he is the first to say that the improvements over the years were the work of many people, his contributions undeniably helped create the facility that all Williamson Flying Club members value so highly today.

Activities Committee Update by Chris Houston and Dan Probst

The WFC Activities Committee was founded in 2013 based on one simple idea: **aviating with others is more fun than aviating alone.** To that end, we have worked over the last nine flying seasons to organize fun trips for club members to experience together.

In this article, we will preview what we have planned for 2022. But we also want to go back to basics and remind the membership of what we're all about.

Hey you! Yes, YOU!

Sometimes members, especially student pilots, do not realize that the planned events are open to **everyone.** They are! Sometimes, there's a headcount cap and, in those cases, it's first come / first served. **A pilot certificate is not a requirement.** Most airplanes going on Activities Committee adventures have open seats and those seats are available to other mem-

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WFC on an ice cream run to Dansville (KDSV), June 2021
(Dan Probst)



WFC in Cleveland (KBKL) in front of the Steamship William G Mather and the Rock & Roll Hall of Fame (Dan Probst)

Activities Committee Update by Chris Houston and Dan Probst

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bers, either students who cannot fly themselves or members unable to rent a club plane for any reason. All you have to do is ask. It's a great way to meet other members and we can say without exaggeration that we met some of our closest WFC friends by participating in these events.

For student pilots, these are also great opportunities to experience actual general aviation flights outside of a training scenario. They're often excellent learning opportunities, too! And we all know that a good pilot is always learning.

Every event will have a coordinator in charge. For example, Gilead Biggie is coordinating the latest invitation that went out through aSoS for dinner on April 30 at The Runway Bar & Grill at Bradford Regional Airport (Kbfd). If you want to ride along, just reach out to whomever is organizing the event. If you're not sure who that is, reach out to any Activities Committee member and we'll help you out.

Do I Need To Be "Super Pilot"?

The vast majority of our events are open to pilots of all skill levels. In nine years, we only had a single event that required an instrument rating. That was last year's trip to Detroit and it was decided at the last minute based on the skill level of the participating pilots and the weather conditions.

Some destinations may require a grass endorsement for members wanting to fly club aircraft.

If there are any potential restrictions on pilot qualifications, these will be communicated up front, but our goal is to make events as accessible to everyone as possible.

Cost of Entry

Two common questions we get about fly-outs concern (1) whether the club subsidizes fly-out costs and (2) how cost sharing works for people flying together.

While the club has subsidized some social events (the annual summer picnic, the annual Christmas party being good examples), fly-out events are paid for by the participating individuals. Costs of meals, admission, Uber/Lyft rides, even hotels (for overnight trips) are the responsibility of the participants.

As all certificated pilots know, the costs of a flight may be legally split proportionally among pilot and passengers. Application of this varies. Many aircraft owners taking other members on trips don't expect contributions toward the cost of the flight, though there is a time-honored tradition of picking up your pilot's lunch if you can. (Which is pretty inexpensive compared to fuel, especially these days!) Other pilot owners may ask for help offsetting the cost of the flight. Sometimes, members will agree to split the costs on renting a club airplane, where one member flies the outbound leg and the other flies the return leg.

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WFC at Sky Acres (44N) after flying the Manhattan skyline, May 2021 (Jamie Oliver)



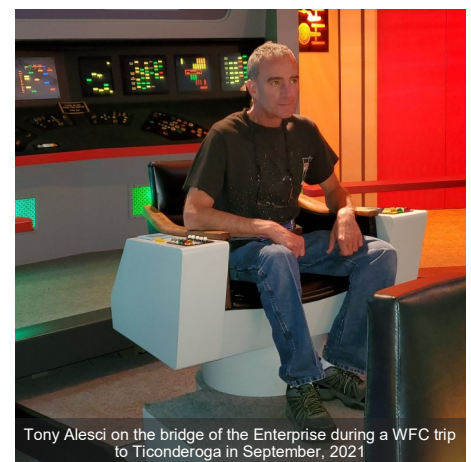
WFC after a dinner flight to Primo Barone's at the Venango County Airport (KFKL), June 2021 (Chris Houston)



WFC at the Glenn Curtiss Museum, May 2021 (Chris Houston)



WFC in Detroit, July 2021 (Mike Kovalesky)



Tony Alesci on the bridge of the Enterprise during a WFC trip to Ticonderoga in September, 2021

Activities Committee Update by Chris Houston and Dan Probst

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The Activities Committee does not regulate this. After all, it's not our place to dictate how other members use their airplanes. Those wishing to ride with other pilots should get clarity from that pilot about their expectations in advance of the flight. All that is needed is some brief, to-the point communication.

When, Where, Why, and How?

Events will be described here in the *WFC Flyer* (the back page features a calendar looking out about two months), the [Williamson-Sodus Airport Activity and Discussion Forum](#), and emails with invitations will be distributed through aSoS to all members.

We will make every effort to be clear about what we're doing, where we're going, and how much time will be involved. Sometimes, the destination is a place already described in Chris Houston's *Cool Places To Fly* column and, if that's the case, we'll include a link back to the article for more information and photos of the destination.

We use the club's aSoS Event Calendar to keep track of RSVPs. RSVPs can be important, especially when we need headcount numbers for reservations. If you are struggling to use the Event Calendar in any way, don't let that dissuade you from joining in! Reach out to the Committee and we can manually add you to the roster. RSVPs are also tracked chronologically so that we have an order to

work through in first come/first served situations.

So...Who?

The 2022 WFC Activities Committee is: Mike Abate, Tammy Bebernitz, Gilead Biggie, Ed Ciolkowski, Scott Lasky, Chris Houston, Dan Probst (committee chair), and Mike Shippers.

Preliminary 2022 Lineup

Here's a list of what we have planned and their tentative dates.

Non-Flying Social Events:

May/June: We are planning to rent a theater at the Webster AMC for a club viewing of **Top Gun: Maverick** ([trailer](#)). Details TBD.

August 6: As mentioned in Bob Fratangelo's front page article, there will be a **club picnic** at the Williamson-Sodus Airport that will hopefully be accompanied by some fun events like spot landing and flour bombing contests.

December: Plans for the annual **WFC Christmas party** are still coming together.

Got Wanderlust? Flying Events:

We will be keeping our eyes open for ad hoc opportunities for quick local trips. Runs to Ice Cream Island across the street from Dansville Municipal (KDSV), pancake breakfasts at local airport, or short distance breakfast hops.

April 30: Dinner at [The Runway Bar](#)

& Grill, Bradford, PA (KBFD). See [Cool Places To Fly, January 2022](#). Dinner reservations at 6:00 pm. aSoS invitations already sent. *Night currency encouraged*. Contact Gilead Biggie with any questions. Rain date: May 7.



Diamond DA-50 at KSDC (Ed Ciolkowski)

May 13 (Friday): Tour the [Diamond Aircraft factory](#) in London, ON. Road trip with an overnight stay. Dan Probst coordinating.

May 28-29 (Memorial Day Weekend): The WFC is finally going to Dayton! We will be visiting the [National Museum of the United States Air Force](#). This will be an overnight trip, possibly two nights. Details TBD. Rain dates, June 4-5.



WFC picnicking at Piseco, K09 in 2020 (Chris Houston)

June 18: Picnic at Piseco (K09). Piseco provides a nice setting for a picnic with plenty of hiking trails nearby. Rain date, June 19.

July 2: Let's explore the east coast with visits to a pair of interesting east coast airports: **Montauk (KMTP)** on the eastern tip of Long

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Activities Committee Update by Chris Houston and Dan Probst

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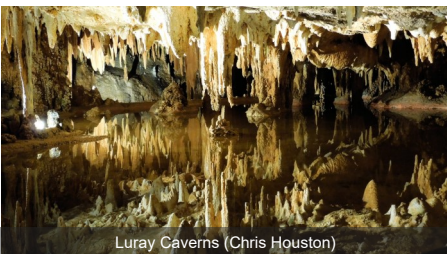
Island with seafood available within a short walk and **Goodspeed Airport** (42B, East Haddam, CT), a scenic little field along the Connecticut River. Matt Guthmiller did [a nice video about Goodspeed](#) in 2018. Details pending.

July 9: Long Island Aviation History Day Trip: Fly into Republic (FRG) and visit the [American Airpower Museum](#) and the [Cradle of Aviation Museum](#). If Scott Lasky gets his way, we'll have NY-style pizza for lunch. Rain date, July 10.



Aircraft parked at Basin Harbor in 2021 (Chris Houston)

July 16: Visit the idyllic grass runway of **Basin Harbor** (B06) located on Lake Champlain southwest of Burlington, VT. Enjoy an excellent meal at [The Red Mill Restaurant](#). See [Cool Places To Fly, July 2021](#). *Grass checkout required for members flying club planes.* Rain date, July 17.



Luray Caverns (Chris Houston)

July 23: [Luray Caverns](#) in Virginia (LUA), known as the most "decorated" (with formations) cave in the United States; truly spectac-

ular! May be combined with a side trip to nearby [Sky Bryce](#) for dinner, a private airport belonging to a ski resort. Rain date, July 30.



Lower Manhattan in 2019 (Chris Houston)

August 20: [NYC Skyline Flight](#) with lunch at [Sunset Pub and Grill](#) (Lincoln Park, NJ). The NYC Skyline tour is consistently a popular event! Pilots flying should take the FAA's [ALC-79 New York City Special Flight Rules Area \(SFRA\)](#) course. Rain date, August 21.

August 27: A visit to the [Eagles Mere Air Museum](#) on the private Eagles Mere Field (40PN), about 20 miles northeast of Williamsport, PA. Rain date: August 29.



CAF B-29 Fifi and B-24 Diamond Lil at AZO (Chris Houston)

September 3: [CAF AirPower History Tour](#) at Niagara Falls International (KIAG). See B-29 Fifi up close and personal! Rain date, August 4.

September 11: [Old Rhinebeck Aerodrome](#) for the Sunday WWI Airshow. ORA is a must-visit for any-

one who loves old airplanes. ([Pictures are available here from our 2019 trip](#)). Rain date, September 18.



Curtiss Jenny at Old Rhinebeck in 2019 (Chris Houston)



WFC in Lake Placid in 2019 (Stacey Platzer)

October 1: "Annual" (-ish) **fall foliage flight to Lake Placid** for lunch. Rain date, October 8.



"Pigging out" in Benton, 2019 (Ed Ciolkowski)

October 15: Benton, Pennsylvania (PA40) annual **Fly-In and Pig Out BBQ**. Benton is a well-maintained 2200' grass strip. *Grass skills and lightly loaded aircraft recommended. Club members flying WFC aircraft require 150 hours and a grass check-out with a Club instructor.* This is a fantastic event that [some members attended in 2019](#).

This is the tentative activities ros-

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Activities Committee Update by Chris Houston and Dan Probst

ter. We'll keep everyone posted as details become available.

Watch your inboxes for aSoS invitations!

As a Reminder...

Last year, Dan Probst compiled a spreadsheet of airport diners within ~ 300 nautical miles of SDC. All entries have been verified as viable businesses. The list is sorted by distance and identifies key attributes such as whether the runway is turf only or the field towered. Links to each venue are provided along with WFC member reviews where available.

Click [here](#) to access the listing!

Help us keep this listing current! The spreadsheet is set to read-only, but you can send your reviews and updates to Dan at: macedonrv8or@gmail.com

Recommended Reading



The March / April 2022 edition of [FAA Safety Briefing Magazine](#) focuses on those who keep 'em flying.

Upcoming WFC and Local Events

Saturday April 16	Fly-in breakfast at the Empire State Aerosciences Museum, Schenectady County Airport (KSCH). 8:30 am–10:30 am. At 10 am, retired Colonel Dan Swift will talk about A-10 Operations in the Air War over Serbia. Fly-ins should taxi to Richmor Aviation North. Tell them that you are going to ESAM.
Saturday April 30	WFC dinner fly-out to The Runway Bar & Grill at the Bradford Regional Airport (KBFD). Wheels up at 4:30 pm with a 6:00 reservation. Contact Gilead Biggie with questions or ride requests. RSVPs required for reservation headcount.
Friday May 13 – Saturday May 14	WFC overnight road trip to London, Ontario to visit the Diamond Aircraft factory. More details coming. Please contact Dan Probst with any questions.
Saturday May 21	WFC pancake breakfast set-up, 9:00 am. Lunch will follow for volunteers participating in the set-up.
Sunday May 21	WFC Annual Apple Blossom Pancake Fly-In Breakfast (KSDC). We hope to see all of our members out there assisting with this beloved event finally back after a two year hiatus. If you do not already have a volunteer role, contact Bill Bach or Kim Christian.
Saturday May 28 – Sunday May 29	WFC fly-out to Dayton, OH to visit the National Museum of the United States Air Force. Details pending. Trip will be an overnight. Rain dates, June 4-5.
Monday May 30 Memorial Day	Fly-in pancake breakfast, Akron-Jesson Field (9G3). 8:00 am–noon. All you can eat pancakes, eggs, sausage, coffee, and juice.
Saturday June 4	Fly-in breakfast, Kline Kill Airport (NY1). 8:00 am–11:00 am. Pancakes, eggs, sausage, OJ, and coffee: \$8. Southeast of Albany, turf-only field.
Saturday June 18	WFC fly-out to Piseco (K09) for a picnic. Hiking will be available afterward for those interested. Details pending. Rain date, June 19.
Sunday June 19 Father's Day	Fly-in pancake breakfast, Genesee County Airport (KGVQ). 7:00 am – noon.

Selected events generally within 150 nautical miles. Items in **bold** are sponsored by the WFC Activities Committee.

Images by Mike Shippers



Snow removal by Chinook at the Williamson-Sodus Airport photographed during the first week of April.