

WFC Flyer



Bold Warrior N32816, the WFC's newest aircraft, was kept busy flying rides at the WFC Apple Blossom Pancake Breakfast, May 22, 2022 (Chris Houston)

Important Dates:

General Meeting
June 9, 2022
WFC Clubhouse

Board Meeting
July 7, 2022
WFC Clubhouse

General Meeting
July 14, 2022
WFC Clubhouse

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Williamson Flying Club Newsletter

June 2022

From the President's Desk by Bob Fratangelo

Welcome to June!

The Williamson Flying Club Apple Blossom Breakfast was a great community success this year. During the past two events, we served over 1600 breakfasts and as many as 2400 in the past. This year, we served over 1530 breakfasts and hosted gads of very happy aviation enthusiasts! People were so happy that we were back! We sold over 90 aircraft rides as well. Ray was turning and burning in his helicopter all morning long – he is still gyrating! We had several dignitaries attend the breakfast including our Town Supervisor Scott Johnson, Sheriff Milby, and Assemblymen Brian Manktelow, who is a prime example of how much the local communities enjoy



this event that has become a hearty community tradition. Brian came as a child with his family, he has brought his own family and is now bringing his grandchildren – four generations. There are so many more examples of that. Under the threat of thunderstorms in the forecast and dense fog to start with, the enthusiasts still came. So did our club members, working side by side to make this a success! Thank you everyone for your commitment, support, and love of the club. This our signature community event and the community loves us for it.

Abraham J DeGroot went West this past week. "Jake" as we all knew him loved this Club. He loved aviation and

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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
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Past President: Randy Christian
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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

"Jake was one of our founding club members and thanks to him and the other four who put forth their vision and extraordinary efforts to start this club, we have a thriving club today."

Aviation Quote

"Pilots take no special joy in walking. Pilots like flying."

— Neil Armstrong

(Continued from page 1)

working on aircraft. More importantly he loved flying, watching aircraft fly, watching aviators fly and hearing them tell their tales of daring do! Jake was one of the few – if not the only – aviator to land on Rt 104 before it was completed and opened. That was one of his many fun stories. He doted over the aircraft he serviced and took seriously his work servicing them. When I first started flying offshore for the USCG, I recall him checking my aircraft out before I took off. I returned early from one of my earlier flights, popped the cowls off, pulled the plugs and showed them to him. I thought the engine might be running a little rough. He just smiled, looked at the plugs, looked at me and said, "You can put them back in now". Jake was Jake. The engine ran fine after that. It was fine to begin with, of course.

Jake was one of our founding club members and thanks to him and the other four who put forth their vision and extraordinary efforts to start this club, we have a thriving club today. Thank you, Jake! We will miss you around the club! Chris Karpenko is making arrangements for Jake. There will be a celebration of Life for Jake at the club on an upcoming Saturday. We will send out a message about that once the plans are made.

Several members have come to me to suggest that we build a simple pavilion in the area between taxiways south of the brick building at the beacon. I think this is a great idea. Mick McKee has suggested calling it "Tony's Grill" in honor of Tony Alesci. Mick is certain that we have the talent in the club to build it ourselves and we will investigate that. Pole construction, floor, picnic tables, grill for club use, and of

course, a great venue for club members to enjoy the day with their families. We will talk more about this at the next club meeting. This would be a good place to use the donations made in Tony's memory as well.

We need to wrap up our membership survey. I will send it out once more. Please fill it out. Even if you don't have any specific "skills" if you want to volunteer your time doing anything – let us know! We rely on our club's talent to make things go. We are looking for people to serve on committees for; grounds (mowing, snow plowing, field work, runway/taxiway work), buildings, administrative duties, aircraft detailing, membership support, and spot projects.

Dave Lowry has committed to serving as grill master before each regular club member meeting at 6pm. Bring your appetite! We are looking for volunteers to do lunches on Saturday's. If you can do one of two or more let me know!!

Come on out to the club!! Go flying! Or bring a chair, hang out, and grade landings!



Photo: Members with the club's WACO UPF7. Jake DeGroot is in the back row, far right.

Scenes from a Pancake Breakfast contributed by Bob Fratangelo and Chris Houston



Ticket sales...check!



Check out the latest in WFC swag!



Pancake mixing maestros, standing by!



Kevin Duhamel, Ian Youngs, Drew Hecht, Austin Dailey



Tim Yandow, Scott Lasky, and Matt Palmer



Our newest cooking chair Tim Isbell and Wes Somerville.



The Malchoff family and Wes Somerville.



Dave Lowey and Dan Cregan



There he is, folks! Past president Duane Simms!



Sarah and Becky Tyrrell, wife and daughter of the WFC's first instructor Vern Tyrrell, with Wes Somerville.



The beverage detail is ready to go!



The WFC fleet waiting-out the fog to give rides.



The WFC fleet taking on fuel at the end of a busy morning.

Outings: *Top Gun: Maverick*

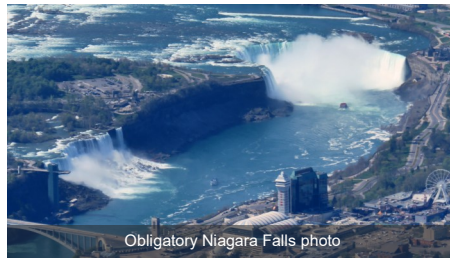
On June 5, twelve members and friends took in *Top Gun: Maverick* on the really big screen: the IMAX at Tinseltown, Rochester. Thanks to all who joined!



Outings: May 13-14, Tour of the Diamond Aircraft Factory, London, Ontario (CYXU)



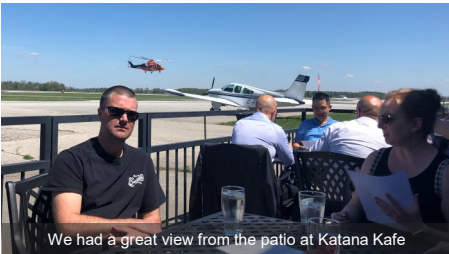
Dan and Chris making good time to Canada by air.



Obligatory Niagara Falls photo



The London flight line was populated with Diamond trainers



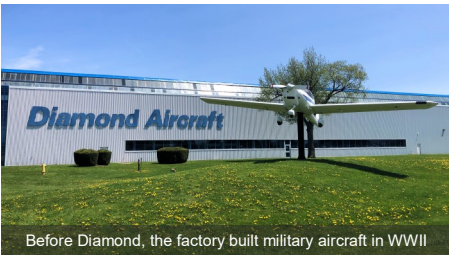
We had a great view from the patio at Katana Kafe



Arrival of a DA42 Twin Star during lunch



Katana Kafe was part of the Diamond Flight Centre



Before Diamond, the factory built military aircraft in WWII



The front façade of the Diamond Aircraft factory



The whole WFC group at the conclusion of our tour



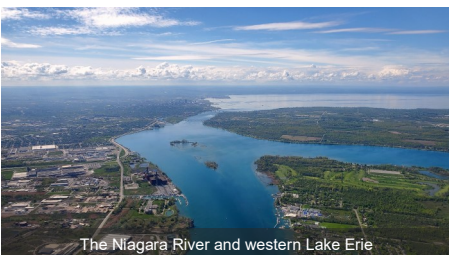
Enjoying refreshments at the Powerhouse Brewing Co.



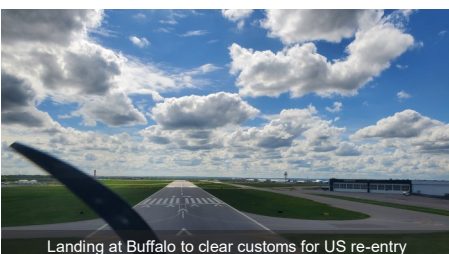
A beautiful DA62 on the ramp at Executive Air



Traffic, five o' clock low



The Niagara River and western Lake Erie



Landing at Buffalo to clear customs for US re-entry

On May 13, nine WFC members, friends, and family journeyed to London, Ontario (CYXU) to tour the [Diamond Aircraft](#) factory. Two members went by airplane with the others making the cross border journey by land. Lunch was at the excellent and aptly-named [Katana Kafe](#) with a great view of Diamond trainers, helicopters, a C-130, and various other aircraft coming and going at the active airport. Tony from Diamond Aircraft gave us a comprehensive, two hour tour of the facility. Unfortunately (but not surprisingly), photography was not permitted on the factory floor. Dinner and drinks were at the [Powerhouse Brewing Company](#) located in a former Kellogg cereal factory. Photos provided by Chris Houston and Dan Probst. Another successful Activities Committee-sponsored outing!

Are you curious about what's required to fly your own airplane to Canada? See our feature on the next page.

Feature: Flying to Canada...What's Required to Cross the Border? by Chris Houston



On approach to Toronto's Billy Bishop Airport in 2018

Just on the other side of the Niagara River, Lake Ontario, or the St Lawrence lies Canada. It's so close that the only actual hurdles to flying and landing there are the bureaucratic customs practices of both nations. So, what's involved? This was covered in detail in the [July 2017 edition of Cool Places To Fly](#), but let's use this as opportunity for an abbreviated refresher on border crossing requirements.

More comprehensive information can be obtained from AOPA's excellent [Canada](#) website. Also, while towered airport operations are similar to the US, non-towered airports in Canada operate quite differently and these differences in the Canadian Aviation Regulations should be understood.

Overflights:

Remember, overflights (departing a US airport, flying through Canadian airspace, landing at a US airport) do not carry a customs burden. US pilots need to be on an active flight plan (VFR or IFR), squawking an ATC-assigned code, and talking with ATC during border crossings. A Radio Station License and Radiotelephone Operator's Permit are required by the FCC for operating your radio in foreign airspace.

ADS-B Uncertainty:

A developing situation is Canada's

proposed ADS-B mandate that includes a [requirement for antenna diversity that most US GA aircraft are not equipped to satisfy](#). We'll be watching this situation in the coming months. No mandate has gone into effect yet.

COVID-19:

This is a dynamic situation. Currently, Canada does not require a negative COVID test to enter, but they do require proof of vaccination via the [ArriveCAN](#) app. This situation is likely to evolve over time. For now, ArriveCAN is needed for anyone entering Canada, regardless of it being by land, sea, or air.

General Needs:

- **Passports.** An Enhanced Driver's License works at the land crossings, but passports are required to enter by air.
- **FCC Radio Station License** (for the aircraft, \$170) and **Restricted Radiotelephone Operators Permit** (for the pilot, \$65)
- **[CBP decal from the DTOPS website](#)** (\$30.53 annual user fee as of 2022)
- **[Canadian Flight Supplement and necessary charts](#)**
 - Canadian package in ForeFlight is \$100/year (as of 2022).
 - Specific Canadian airport diagrams, plates, and Flight Supplement entries are available for free download as PDFs from [FltPlan.com](#).
- **[Create eAPIS account](#)** (Electronic Advance Passenger Information System, required by US CBP)

- Panel mount GPS database updates desired or necessary?
 - May be more useful for IFR flight than VFR.
- Verify that aircraft insurance allows flight to Canada.
- Verify cell service and credit card use in Canada with service providers.

Before Departure for Canada:

- Verify operational hours of customs at intended [Canadian Airport of Entry](#).
- File [eAPIS](#) departure manifest with CBP no less than 1 hour prior to departure.
 - Save confirmation email and verify that flight is cleared.
 - See [this guide](#) to fill out eAPIS properly.
- File ICAO compliant flight plan (IFR or VFR). ForeFlight works great for this.
- Notify [Canadian customs](#) at least two hours but no more than 48 hours prior to arrival: 1-888-226-7277 (1-888-CANPASS). ETA should be accurate to +/- 15 minutes. All Canadian ports of entry use the same CANPASS telephone number.
- Within 72 hours of arrival, submit [ArriveCAN](#). This is a COVID-19 measure that ensures only vaccinated people enter Canada.
 - It is best to set-up through the app.
 - When registering an entry into Canada, the app did not work properly as of May

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Feature: Flying to Canada...What's Required to Cross the Border? by Chris Houston

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2022. Instead, use the ArriveCAN website and log in under your account. Under airline, choose: "Other". This will spawn a new entry field. Enter the name of the operator. Under flight number, enter the tail number of the airplane.

Arrival in Canada:

- Do not leave aircraft until cleared to do so by customs.
- Close flight plan, VFR with Canadian Flight Service (1-866-WXBRIEF), IFR with phone number in CFS for that airport.
- Call Canadian Customs at 1-888-CANPASS and copy check-in number provided by officer. Canadian customs officers rarely come to the airplane.
 - In 2022, the officer requested the ArriveCAN receipt numbers for all crew and passengers.
- Use of Canadian ATC service by foreign-registered aircraft will generate a quarterly user fee invoice from Nav Canada for around \$17.06 Canadian. These fees are not applied to overflights departing and arriving at US airports.

Before Departure to United States:

- [Verify hours of customs at US Airport of Entry](#). Each office has its own phone number. Buffalo's office is open 8:00 am to midnight seven days a week (716-632-4727).
- File [eAPIS](#) arrival manifest no less than 1 hour prior to depart-

ture. Save confirmation email and verify that the flight is cleared.

- File ICAO compliant flight plan.
- Notify US customs at the intended office of arrival no less than one hour and no more than 23 hours prior to arrival. Provide officer with: citizenship, CBP decal number, number of crew and passengers, callback phone number, tail number, and ETA. An accuracy of +/- 30 minutes of the ETA is expected. The officer will verbally indicate that you are "cleared for landing".

Arrival in United States:

- Call the appropriate customs office on arrival. Do not leave aircraft until cleared by customs.
 - As of 2022, TAC-Air in Buffalo charges a \$5 landing fee and a \$7 handling fee for aircraft clearing customs.
- If VFR, close flight plan with US Flight Service (1-800-WXBRIEF). Cancel IFR if arriving at non-towered airport.
- The US customs officer wanted to see: passports, pilot certificate, medical certificate, aircraft registration. They will scan the aircraft for radioactivity.

If you have any further questions, don't hesitate to ask. It's not difficult, but there are a few items to keep track of for a successful international flight.



Outings: May 28-30, Visit to the National Museum of the United States Air Force



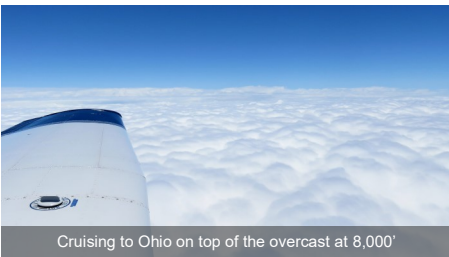
Gilead, Jason, and Dan were in N1185X



Bogdan and Chris in N21481



We had an IFR departure from Sodus through a thin layer



Cruising to Ohio on top of the overcast at 8,000'



Lunch stop at Carroll County Airport (KTSO)



Bogdan at Carroll County Airport



Arrived at the Springfield-Beckley Airport (KSGH)



Warped Wing Brewing in downtown Dayton, OH



The WFC at the National Museum of the USAF



The museum is spread across four massive hangars



The Memphis Belle is one of many famous aircraft on display



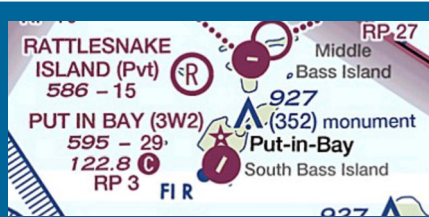
At Carillon Brewing Company



WFC ready to depart for home!

On May 28, five WFC members launched from KSDC to visit the National Museum of the [United States Air Force](#). The trip involved 7.5 total hours of flying, some IMC (about an hour total), two nights, one underpowered rental car, two different craft brewpubs ([Carillon Brewing Company](#) and [Warped Wing Brewing](#)), and landings at three new airports for everyone (KTSO, KSGH, and KPHD). Most importantly, the museum was absolutely amazing! Photos courtesy of Chris Houston and Dan Probst. Thanks to Dan Probst for organizing another successful adventure for the WFC Activities Committee!

Cool Places To Fly: Put In Bay (3W2) by Ed Ciolkowski



Destination:

Put In Bay Airport(3W2),
Put In Bay, OH

Distance:

271 nautical miles (direct)

Why It's Cool:

- A Key West island vibe without needing to fly 1142 nm
- Plenty of restaurants, lodging, tourist activities, and even a US national park within 1.5 miles of the airport

Put In Bay Airport (3W2) is located on South Bass Island in Lake Erie about 45 nm WNW of Cleveland International Airport. Recommended routing from KSDC is to fly direct to Burke Lakefront Airport in Cleveland and then follow the lakeshore past downtown Cleveland and Cedar Point Amusement Park in Sandusky, OH before journeying the last 7 nm over the open waters of Lake Erie. Cleveland Approach has been found to be very cooperative with providing clearance through the Cleveland Bravo airspace at 5500-6500 MSL when flying this route VFR. [Editor's note: this has been my experience over the years as well.]

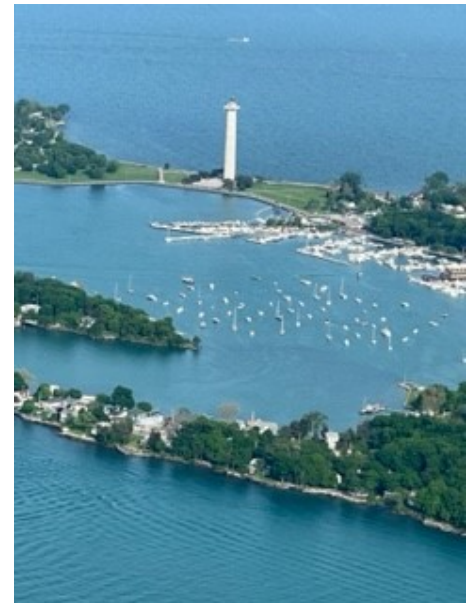
Being a tourist destination, the airport does have a \$12 landing fee and airport signage instructs

all pilots to check-in (and, of course, pay) upon arrival. Overnight parking is \$17. Payment can be made with PayPal or credit card. There is no fuel available and night operations are not allowed. Airport traffic is relatively constant, with very frequent departures and arrivals of sightseeing planes and helicopters.

The entire island is only about 5 square miles and is easily walkable if desired. Otherwise, the primary means of transportation on the island, for both residents and tourists is golf carts (complete with seat belts and turn signals). Golf cart rental is available at the airport and we did not need to have one reserved, even on a picture-perfect day over Memorial Day weekend. Bicycles would also be an excellent option for getting around the island for those that have the capability of bringing them along in their planes.

The main village of Put-In-Bay (or PIB, as the locals refer to it) is about 1.25 miles from the airport. Chantal, the airport manager, was very helpful with providing restaurant recommendations. The village markets itself as having a Key West vibe, and we found this to be reasonably accurate. The main street is separated from the port by a lovely shaded park, and is lined with surf shops, bars, and small hotels. Over the holiday weekend, most of the bars had lots of outdoor seating with live music throughout the afternoon. We chose the Boardwalk for lunch, primarily for the view, and all

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Cool Places To Fly: Put In Bay (3W2) by Ed Ciolkowski

agreed that the food was excellent, but a bit pricey. Fresh Lake Erie perch and lobster bisque were two menu specialties that we agreed were quite good.

Perry's Victory and International Peace Memorial is a US National Park that occupies the isthmus connecting the two lobes of South Bass Island. It commemorates both Commodore Oliver Hazard Perry's victory over the British and Canadian fleets during the Battle of Lake Erie during the War of 1812, and the resulting 200+ years of peace along the longest undefended international border in the world. The focal point of the Memorial is the world's largest Greek Doric column constructed from 1912-1915. It stands 352' tall, is the third tallest memorial in the National Park Service, and sits almost uncomfortably close to the base leg of runway 21.

Plenty of other tourist activities abound on the island, including miniature golf, butterfly gardens, cave tours, and wine tasting at local wineries. While the island makes a great destination for a day-trip, those wanting to fully experience all that the island has to offer may want to consider planning an overnight stay.

Tips:

- Runway 03 has a right traffic pattern to keep the majority of air traffic over the water during approach.
- Both ends of the 2870' runway have displaced thresholds due to trees, leaving ~2200' of usable runway for landing.
- Perry's Monument at 352' (942' MSL) is only 1.3 NM NE of the airport and pilots must remain 1000' clear
- Erie-Ottawa International Airport (KPCW) in Port Clinton, OH is the nearest airport for fuel, although there are other airports nearby that have cheaper fuel. Self-serve fuel at KPCW was \$7.45 at the time of this writing. See the [February 2016 edition of "Cool Places To Fly"](#) for more info on KPCW.

Upcoming WFC and Local Events

Saturday June 11	Fly-in / Drive-in Airport community Day, Warren C Eaton Airport (KOIC), Norwich, NY. Starting 7:00 am. Food trucks, C-47 and BT-13 from the National Warplane Museum (rides available), skydiving demo, Young Eagles rides.
Sunday June 12	EAA 44 Open House, Ledgesdale Airport (7G0), Brockport, NY. 10:00 am – 4:00 pm. Focus on recreational building, restoring, and flying airplanes. Grill food available for purchase.
Sunday June 12	Rutland Airport (KRUT) Food Truck Festival. 11:00 am–3:00 pm. Food trucks, helicopter rides, raffles. Free pilot workshop on maintaining wheels and brakes, 10:00 am–11:00 am. For more details, see this link .
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.
Saturday June 18	Fly-in pancake breakfast, Cooperstown-Westville Airport (K23), Cooperstown, NY. 7:30 am–11:30 am. Field is turf only.
Sunday June 19 Father's Day	Fly-in pancake breakfast, Genesee County Airport (KGVQ), Batavia, NY. 7:00 am – noon.
Sunday June 19 Father's Day	Fly-in pancake breakfast, Marcellus Airport (NK71), Marcellus, NY. 8:00 am–12:00 pm. Field is turf only.
Saturday July 2	WFC fly-out to Montauk (KMTP) and Goodspeed (42B) Airports. Details coming.
Sunday July 3	Fly-in pancake breakfast, Elmira-Corning Regional Airport (KELM). EAA 533 ramp. 8:00 am–11:00 am. If you taxi directly to the EAA ramp, no ramp fees will be collected.
Monday July 4	Fly-in pancake breakfast, Penn Yan (KPEO), Penn Yan, NY. 6:30 am – 11:30 am.
Saturday July 9	WFC fly-out to Long Island: American Air Power and Cradle of Aviation Museums. Details coming. Rain date: July 10.
Saturday July 16	WFC fly-out to Basin Harbor (B06) for lunch at the Red Mill Restaurant. Turf only. Details coming. Rain date: July 17.
Saturday July 16	Fly-in pancake breakfast, Cooperstown-Westville Airport (K23), Cooperstown, NY. 7:30 am–11:30 am. Field is turf only.
Saturday July 23	WFC fly-out to Luray Caverns (KLUA). Rain date: July 24. Details coming.
Saturday August 6	WFC Airport Cookout. Details coming.
Sunday August 7	Fly-in pancake breakfast, Elmira-Corning Regional Airport (KELM). EAA 533 ramp. 8:00 am–11:00 am. If you taxi directly to the EAA ramp, no ramp fees will be collected.
Saturday August 20	WFC Fly-Out: NYC Skyline Tour! Will stop for lunch afterward. Details coming. Rain date: August 21.
Saturday August 20	Fly-in pancake breakfast, Cooperstown-Westville Airport (K23), Cooperstown, NY. 7:30 am–11:30 am. Field is turf only.
Saturday August 27	Fly-in pancake breakfast, Piseco Airport (K09), Piseco, NY. Speculator Lions Club. 8:00 am–11:00 am.

Items in **bold** are sponsored by the WFC Activities Committee.