

# WFC Flyer

Sunbeams over the Hudson River on 9 Oct 2022 (Alicia Carter)

## Important Dates:

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

**Board Meeting**  
December 1, 2022  
WFC Clubhouse

**General Meeting**  
December 8, 2022  
WFC Clubhouse

## Inside This Issue:

- President's Desk, p1
- Fly-Outs:  
Old Rhinebeck, p3
- Activities Committee  
Recap, p4
- Cool Places To Fly:  
Ithaca, p7
- Member Spotlight:  
Dan Cregan, p8
- Congratulations!, p10

## Williamson Flying Club Newsletter November 2022

### From the President's Desk by Bob Fratangelo

Welcome to October!

We have a new aircraft on the field: an Icon A5 "Founders Edition" 16/100. It is #45 off of the line, N837JB, and is now hangered in #43. Nice looking machine! Jay Baran is a local pilot and a very proud owner!! He picked it up in MI last week after getting his seaplane rating in it this past summer. Stop by and check it out if he is around.

The Board revisited hangar rates after receiving some input from the membership. We have changed our hangar rates announced last meeting to include an increase in hangar rent of \$20 for non-active members. The rates for the large

hangars will not be decreased, instead they will remain as they are.

There are two of the six large hangars that are at a special rate now which will change when the leases are renewed or reviewed per the lease.

The Christmas Party is fast approaching! We need you to get your reservations in! See more details on the back page of this newsletter.

ter.

Our Archer is back on line after its annual, the Warrior is in having its avionics work done, and 1DT is due to go in for its engine change. We have had some

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

## Board of Directors

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

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

**Medical Advisor:** Dr. Pam Tarkington

## Aviation Quote

“Earthbound souls know only the underside of the atmosphere in which they live...but go higher — above the dust and water vapor — and the sky turns dark until one can see the stars at noon.”

— Jacqueline Cochran  
*The Stars at Noon*

## From the President's Desk by Bob Fratangelo

*(Continued from page 1)*

great weather for flying so far this November and I hope you are able to come out and take advantage of it!

We have **three** prospective Members who hope to be voted in at our next meeting this Thursday. Active Members are needed to vote them in, so please come on out for the meeting. It is OK if you are a little late, we vote on new members at the end of each meeting.

Come on out to the Club and go flying! See you at the Club Membership Meeting this Thursday at 1900!



New hangar tenant Jay Baran in his Icon A5.



The new Icon A5 based at the Williamson Sodus Airport.



**IF YOU DON'T SCHEDULE  
TIME FOR  
MAINTENANCE, YOUR  
EQUIPMENT WILL  
SCHEDULE IT FOR YOU**

## Call for Submissions

- Have you flown someplace interesting? Maybe even someplace that we could describe as “cool”?
- Did you snap a great aviation or WFC-related picture?
- Do you have a fun flying story to share?
- Would you care to be featured in a Member Spotlight article?

The newsletter is always looking for input from WFC members. If you have something to share, let us know! Don't want to write anything? We'll help! Reach out to Chris Houston through a.S.o.S. if you would like to contribute to the newsletter!



## Fly-Outs: Old Rhinebeck Aerodrome, 09 October 2022

It took one cancellation, five air-planes, and one Sprinter van to get us to [Old Rhinebeck Aerodrome](#) ([Cool Places To Fly, October 2019](#)) on October 9. We saw wonderful, rare aircraft designed and/or built from the dawn of modern aviation through the Golden Age. The air show was fantastic! Beware the dreaded Black Baron of Rhinebeck and his exploding pumpkins! Chris Houston organized this trip for the Activities Committee and has more photos from the day on his [blog](#). Photos provided by Alicia Carter, Chris Houston, and Dan Probst. MVP of the day was Joe Eicher, who provided ground transportation from 20N to ORA! Thanks, Joe!



Aboard Joe Eicher's party van!



Airshow control tower and staged aircraft.



Scotty Lasky takes a spin in one of Rhinebeck's biplanes.



Reproduction WWI SPD VII fighter plane.



Original 1930 Fleet Model 1 biplane.



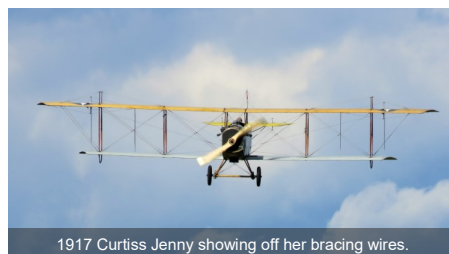
Reproduction 1912 Etrich Taube.



Original 1917 Curtiss Jenny aloft during the airshow.



Reproduction 1917 Fokker Dr.I triplane.



1917 Curtiss Jenny showing off her bracing wires.



WWI M1917 tank. We even got to see it run!



Original 1929 New Standard D-25 and 1943 Stearman.



WFC members and friends at the Kingston-Ulster Airport (20N): Gilead Biggie, Chris Houston, Scott Lasky, Jim Tapp, Alicia Carter, Dan Probst (and his fingers), Tom Carter, Simon Economides, Alan Verbridge, Simon's friends (sorry, didn't catch their names!), Joe Eicher, Bobby Eicher, Mark Goldstein, and Pam Eicher.



## 2022 Activities Committee Recap by Chris Houston

### Why join a flying club?

Being a part of the Williamson Flying has a lot to offer, including affordable access to aircraft and quality flight instruction. But the people and community of the WFC are another big reason to be a part of our club. For that reason, the Activities Committee works hard each year to organize fun events for the membership. Events are open to all members and students are encouraged to join in. Under the leadership of Dan Probst, the 2022 Activities Committee had quite a year!

In 2022, we visited new places, crossed borders, and flew our aircraft to overnight trips. Here's a quick recap of what we've done in 2022.

Hungry? We visited a few destinations that ranged from fine dining to simple fly-in pancake breakfasts. This includes a wildly successful evening flight for dinner at the **Runway Bar & Grill in Bradford, PA** (KBFD, Apr 30), trips to **Dansville Municipal** for dessert at **Ice Cream Island** (KDSV, Jun 15, Aug 10), a great showing of WFC members at the annual **Penn Yan pancake breakfast** (KPEO, Jul 4), lunch at the **Red Mill Restaurant** adjacent to the wonderful turf runway in **Basin Harbor, VT** (B06, Jul 16), and lunch at the **Big Slide Public House and Brewery** in **Lake Placid** (KLKP, Sep 24). For those with appetites who did not want to go any further than our home airport, there was the **annual club picnic** (Aug 6) and **Thanksgiving in October** feast that continued a tradition started by late club member Tony



WFC fills the Runway Bar & Grill in Bradford, PA.



We finally made it to the National Museum of the USAF!



WFC IMAX screening of Top Gun: Maverick.



Flying to Penn Yan.



At Luray Caverns in Luray, VA.



Touring the Diamond Aircraft factory.



Flying to Dayton, OH.



At Penn Yan on the 4th of July.



WFC at Republic Airport on Long Island.



Scott Lasky and Mike Abate, official picnic chefs!

Alesci (Oct 1).

Movie buffs got a treat when the

WFC saw *Top Gun: Maverick* in IMAX (Jun 5), which was the per-

*(Continued on page 5)*



## 2022 Activities Committee Recap by Chris Houston



Enjoying the turf at Basin Harbor in Vergennes, VT.



We all scream for ice cream.



Shortly after arriving in Eagles Mere, PA.



Moments after exploring the B-29 Superfortress.



Lunch at Sky Acres after flying around Manhattan.



The WFC in Lake Placid, NY.



The club that eats together flies together!



Hangar flying...just outside an actual hangar!

*(Continued from page 4)*

fect way to view this film!

For many, our fly-outs are a significant draw and we visited some really interesting places in 2022. We toured the **Diamond Aircraft factory in London, Ontario (CYXU)** during an overnight trip from May 13 to 14 and learned how these elegant modern composite aircraft are constructed. From May 28-30, we finally accomplished a long-standing goal of visiting the **National Museum of the United States Air Force in Dayton, OH** (landing at KSGH). We discovered more about the many contributions of Long Island to aviation by flying to Republic Airport (KFRG) and visiting the **Cradle of Aviation Museum** and the **American Airpower**



One of the finest feasts of the year: Thanksgiving in October!

**Museum** on July 9. A group of intrepid spelunkers journeyed to Lu-

ray Caverns (KLUA, Jul 23). We  
*(Continued on page 6)*



## 2022 Activities Committee Recap by Chris Houston

(Continued from page 5)  
traversed Bravo airspace and circumnavigated **Manhattan** on August 20 with a fantastic lunch at **Hangars Café at the Sky Acres Airport** (44N). August 28 found us at the private mountaintop airport **Merritt Field** (4PN7) in Eagles Mere, PA for a tour of the stunning collection of the **Eagles Mere Aviation Museum**. On September 3, we flew to the **Niagara Falls International Airport** (KIAG) to see the Commemorative Air Force's summer warbird tour that included climbing into **B-29 Superfortress Fifi** and **B-24 Liberator Diamond Lil'**. As described on page 3, our final planned fly-out of 2022 brought us to the magical living history aviation museum of **Old**



Preparing to depart Springfield, OH.



The Carters flew one of six aircraft to Lake Placid.



Kim and Scott Lasky in Niagara Falls.

**Rhinebeck Aerodrome** via the Kingston-Ulster Airport (20N).

### Don't Forget about the Christmas Party!

Our final event of the year is the annual **Christmas party** on Saturday, December 3. We will be returning to [Buntsy's Neighborhood Food & Drink](#) in Webster and entertainment will be provided by comedian [Dan Viola](#) (and we plan for the audio to be much improved this year over last).

The event will begin at 6:00 pm with a cash bar, dinner will be served at 7:00 pm, and we'll hold our annual party raffle at 7:45 pm. At 8:00 pm, Dan Viola will take the stage. **See the back page for more details.**



Passing the Empire State Building.



Inside the B-29 Superfortress, Fifi.

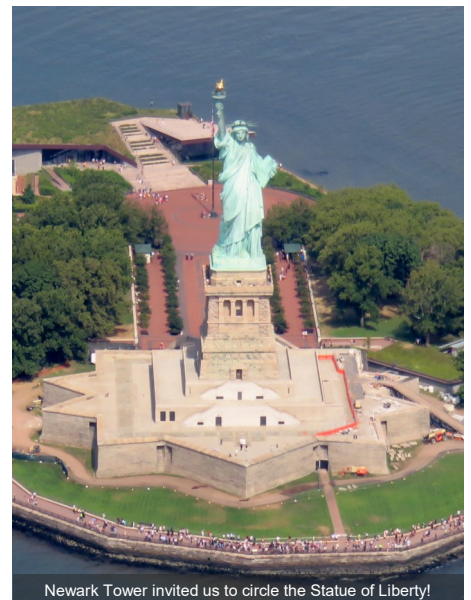


At the Powerhouse Brewery in London, Ontario.

The raffle is a novel activity that warrants some explanation. Items are donated by club members and raffled off. Past examples have included bottles of wine, gift cards, and vouchers for CFI time. Contributions are strictly voluntary, but encouraged as it's a fun way to share the holiday spirit with other members! So, if you're feeling the holiday spirit, bring a gift to share with a lucky raffle winner!

Thanks for a great year! We could not do all these fun things without people to research, plan, and angst over weather for the fly-outs, cook, and — most importantly — participate! The 2022 Activities Committee is: Mike Abate, Tammy Bebernitz, Gilead Biggie, Ed Ciolkowski, Scott Lasky, Chris Houston, Dan Probst (chair), and Mike Shippers.

Photos in this article were contributed by Tom Carter, Bob Fratangelo, Chris Houston, Jamie Oliver, and Dan Probst.



Newark Tower invited us to circle the Statue of Liberty!

## Cool Places To Fly by Chris Houston



### Destination:

Ithaca Thompkins International Airport (KITH), Ithaca, NY

### Distance:

53 nautical miles (direct)

### Why It's Cool:

- Low key towered airport in a beautiful part of the Finger Lakes.
- New diner in the terminal called *The Legacy*.

Although Ithaca is relatively close to home, 2022 was my first time landing there when it became my 250th airport. What drew me in? A new diner that opened in the commercial terminal called *The Legacy*.

A straightforward towered Delta airfield with an active flight school on the field operated by the [East Hill Flying Club](#), the Ithaca airport is situated on the southeast end of Cayuga Lake just northeast of Ithaca proper.

I parked at Taughannock Aviation and was not charged any fees for my brief visit to sample the café. In order to reach *The Legacy*, arrivals need to exit the ramp through the FBO and walk northwest to the commercial terminal.

The café is open 9:00 am to 6:00 pm seven days a week. Menus for breakfast, lunch, and dinner are available on the [airport's website](#). *The Legacy* is a basic lunch counter style café. The offerings are self-described as “European-style breakfast, lunch buffet, and classic dinner options with a southern touch.” Expect hot food served with a smile. I had a burger and fries that was wholly adequate, but it is not a destination dining experience like *The Runway Bar & Grill* in Bradford, PA.

During my visit, I chatted with the friendly proprietor. He was out of a few menu items due to a strike of Sysco truck drivers. Having opened in November 2021, I can only imagine how challenging it has been to establish a new eatery in an airport over the past year. I hope they make it!

### Tips

- Fuel is available at \$7.56/gal.
- I was not charged for my one hour of time parked on the ramp.



Parked on the Taughannock Aviation ramp.



Ithaca's diminutive air traffic control tower.



Commercial terminal at Ithaca.



Terminal dining area and entrance to *The Legacy*.



Ithaca terminal building entrance.



## Member Spotlight: Dan Cregan by Chris Houston



Member: Dan Cregan  
 Ratings: PP-SEL, IFR  
 Hours: ~ 600  
 Aircraft: 1975 Mooney  
 M20F  
 Pereira Osprey 2  
 Joined WFC: 2002

Behind the multitude of hangar doors at the Williamson Sodus Airport are many stories about the aircraft that live within and the pilots who fly them. The airplanes do not say much and sometimes the pilots are similarly reserved about their exploits. But don't ever make the mistake of thinking that our more reserved members lack in worthwhile stories to tell.

For this reason, I was pleased to catch up with Dan Cregan, a twenty year veteran of the club. Dan is a modestly unpretentious aviator who can routinely be found in the Williamson Aeronautical Services hangar on Saturdays engaged in various ongoing projects. He may be reserved, but anyone who spends time with Dan will quickly see that he holds a keen passion for all things aviation, particularly airplanes and airports.

Dan's journey in aviation began in childhood. He remembers wanting to be an Air Force pilot and the

heartbreak he experienced when he learned that people with glasses need not apply.

When Dan was a teenager, his father started taking flying lessons at Hornell Municipal. The senior Cregan earned his certificate when Dan was 15 years old and was clearly a source of inspiration for Dan. By the time he was a senior in High School, Dan was actively training for his private pilot certificate and soloed in both a Cessna 150 and a Grumman American AA-1B at the age of 17. Dan particularly enjoyed flying the two seat Grumman with its sliding canopy and nimble, fighter-like handling. With a smile, Dan proclaims that he was "a low wing man from the beginning."

It is not unusual for economic pressures to force pilots to take a hiatus from flying. Once Dan entered college, he was informed that he was expected to start paying for his flying lessons. This economic reality promptly brought him back to Earth where he stayed for another twenty years.

As is the case for many members, the Williamson Flying Club was key in rekindling a smothered passion for flying. As a project manager for Passero Associates with a specialization in airport engineering, Dan came to the Williamson Sodus Airport for work. He looked around, liked what he saw, and joined the WFC in 2002. As a new member, he immediately jumped back into training. When asked if it was difficult to pick back up with training after twenty years, Dan reflects that he needed a summer and a

half to finish his Private Pilot certificate. Of the time spent in training after the long break, Dan comments, "It's not about flying the machine, it's the rules." A lot of them changed over twenty years.

He completed his Private Pilot certificate with club instructor John Ottney in 2003 and immediately moved to the next step: buying an airplane. Dan purchased a 1975 Mooney Executive M20F in 2004. "It's the best plane ever," he says with a proud grin. He went on to train for his instrument rating in the Mooney with Mike Bjerga and earned the rating in 2005. Going from a lapsed solo student in 2002 to an instrument rated aircraft owner in just three years is quite a feat!

When asked if there was an interesting story behind bringing his Mooney home to the Williamson Sodus Airport, Dan's expression answered the question faster than he could articulate an answer.

In 2004, Dan located the Mooney at Essex Skypark (W48) northeast of Baltimore/Washington International Airport (BWI). He travelled to Baltimore and spent ten hours over two days learning to fly the sleek, low wing aircraft. Successfully completing his check out in the airplane, he was ready to fly his new baby home on New Year's Day. That's when the complications set in.

Although the aircraft flew beautifully, the avionics were showing their age with intermittent communication radios and VOR indications

*(Continued on page 9)*



## Member Spotlight: Dan Cregan by Chris Houston

*(Continued from page 8)*

that were flat-out erroneous. This was a problem because Essex Skypark was under the KBWI bravo airspace that was still part of the post 9/11 Washington DC ADIZ. (The shape of the ADIZ was simplified in 2007 to remove the “mouse ears” formed by the outermost portions of the Dulles and Baltimore bravo airspaces. Thus, while Essex Skypark is not included in today’s ADIZ, it was still a part of the highly regulated DC ADIZ in 2004.) Despite these challenges, Dan managed to exit the complex airspace without a Blackhawk formation flight or a personalized airshow featuring an F-16. It would be tempting to think that unreliable radios in the Washington DC ADIZ would be sufficient zest for one flight. But there was more to come.

On returning to the Williamson Sodus Airport, Dan discovered that the field was socked in with freezing fog. Wisely, he diverted to Canandaigua only to discover that the landing gear would not extend. In his enthusiasm over buying the new aircraft, Dan had digested the entire POH. From this, he already knew that the manual gear extension crank would require 60-65 turns to extend and lock the gear and he set about cranking. Passing 60 turns, he began to worry. Fortunately, the gear light eventually came on after 72 turns – about twelve turns too many by Dan’s reckoning! The gear problem was the result of an issue with the squat switch that was promptly repaired. Dan also set about upgrading the Mooney’s avionics, including a GNS 430 that factored significantly into his instrument training.

Dan and his wife took a couple of flying trips a year and the Mooney proved itself to be an excellent long distance airplane over time. Trendsetters, the Cregans were particularly fond of flying to camping destinations well before the phrase “flamping” came into use. Destinations included Vermont with trips to Mount Washington; Tunica, Mississippi; Luray Caverns in Virginia; Bar Harbor, Maine; Mammoth Cave in Kentucky; a downtown airport within the Minneapolis bravo for a wedding; and landing at Chicago Dupage. The well-travelled Mooney has made fewer trips since Dan’s wife passed away a few years ago.

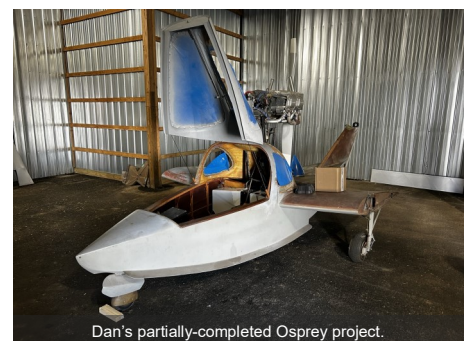
Dan has a few hair raising stories to share, including two times when rapid ice accretion caused him to take action. One instance occurred while flying his dual instrument cross country flight with Mike Bjerga. The pair were returning from Pittsburgh and planned an instrument approach into Rochester. When the windshield began to ice up, Bjerga requested a different altitude, but the request was initially denied due to nearby FedEx traffic. Fortunately, they were able to escape the ice before a dangerous amount accumulated.

Dan’s other icing encounter took place near Jamestown and he was surprised by the rapid accretion rate. But he left himself an out and descended into warmer air to rectify the problem. It was a great example of having a Plan B ready to go and exercising it in a timely manner.

Another important occurrence in

Dan’s life as an aviator coincided with overhauling the Mooney’s engine in 2010. The work was done under Jake DeGroot’s supervision at Williamson Aeronautical Services. As Dan describes it, he helped out with the overhaul and “never left”. DeGroot took a liking to Dan and involved him in various projects, including two Taylorcraft L-2 restoration projects. Dan was not afraid to dive in and learn by doing. “Owner-produced parts, I’ve done my share,” he notes. Most of his experience to date is with airframe work and he has become skilled with fabric. In fact, he was working on the covering the rudder for the Stearman restoration project in the Williamson Aero hangar the day we talked. We discussed the challenge of finding the most efficient way to cover a complex shape.

In addition to performing owner-assisted annuals on his Mooney with mechanic Don McGann, Dan recently took his interest in aircraft restoration and construction to a new level by acquiring a partially finished Pereira Osprey 2, a two-place amphibious kit plane primarily made of wood. The original builder started on it in the 1980s and advanced the project to roughly 85% completion before giving up after turning 80 years old. Having



Dan’s partially-completed Osprey project.

## Congratulations!



Congratulations to Austin Dailey on earning his Private Pilot certificate on October 30, 2022! Well done, Austin!

## Member Spotlight: Dan Cregan

*(Continued from page 9)*

just acquired the aircraft within the past month, Dan is working through a gap assessment and prioritizing the next steps required to finish the aircraft. There is no doubt that the project will require him to add new talents to his existing skill set.

When not pursuing his own projects, Dan works as a project manager for Passero Associates with a specialty in airport engineering. He has been involved in multiple project at the Williamson Sodus Airport, the earliest ones being responsible for bringing him to the WFC in the first place. He also contributed to the 2009 extension of the Le Roy Airport runway (a very successful project that I remember well because I was based there at the time) and a number of projects at the Frederick Douglass / Greater Rochester International Airport that include the canopy over the terminal drop-off area and a reconfiguration of car traffic that incorporates a new roundabout. When I asked him if he was responsible for the compass

## 2022 WFC Christmas Party Saturday, December 3, 6-9 pm, Buntsy's

**When:** Saturday, Dec. 3, 2022 at 6-9pm

**Where:** [Buntsy's Neighborhood Food and Drink](#)  
2235 Empire Boulevard  
Webster, NY 14580

**Cost:** \$45 per person (includes dinner, gratuity, and entertainment)

**Times:** 6:00 pm—Cash bar cocktail hour  
7:00 pm—Buffet dinner  
7:45 pm—Raffle, all items provided by WFC members  
8:00 pm—Entertainment: [Comedian Dan Viola](#)

**RSVP (with head count)  
required by Saturday, Nov. 26th**

For those who sign-up for the party, the costs will be added to your monthly WFC invoice.

To ensure an accurate headcount:

RSVP on the signup sheet in the Clubhouse

**OR**

RSVP via the a.S.o.S. system  
(watch for calendar invitation by email)

**\*\* Please do not RSVP using both methods! \*\***



rose painted on the center of the roundabout, Dan's smile suggested that he was pleased I had noticed. He commented that even the simpler-appearing projects at KROC come with their own challenges including tight timelines and occasional political entanglements. It's all a part of the job.

If you haven't met Dan before, stop into the Williamson Aeronautical Services hangar on any given Saturday and say hello. I for one am very interested to see how the Stearman and Osprey projects pan out!