

WFC Flyer



Over Ontario, Canada on December 28, 2022 with morning sun reflecting off the surface of Lake Erie (Chris Houston)

Important Dates:

General Meeting
January 12, 2023
WFC Clubhouse

Board Meeting
February 2, 2023
WFC Clubhouse

Annual Meeting & Elections
February 9, 2023
WFC Clubhouse

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Williamson Flying Club Newsletter

January 2023

From the President's Desk by Bob Fratangelo

What a great start to the New Year!!

We have been very lucky with winter so far! The fleet is all up and ready to fly! Hopefully you have all been able to get some flying in!

As you may have read in an email from the Treasurer, someone stole a copy of one of our corporate checks and attempted to use it for fraud three times. Fortunately, our bank recognized it as fraud and we have not lost funds. However we are changing our account etc., so there may be a short delay in sending out Dec billing.

As we start the New Year, we also start planning for some activities in the coming year. The Apple Blossom Breakfast

falls on the third Sunday in May – May 21 this year. Please mark it on your calendar. Wayne County will celebrate its 200th anniversary this year (Founding Day will be April 11, 2023). We will join that celebration with our Apple Blossom breakfast. Bill Bach and I have started reviewing what we can do to tie our breakfast to the county bicentennial. Do you have any ideas? Antique planes? Cars? What else? Let me

know, please! We'll have our first Breakfast planning meeting at 6pm before the Club Membership meeting in February – if you were/are a sub committee chairperson for the breakfast, please plan to



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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

From the President's Desk by Bob Fratangelo

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attend. If you have any ideas, please come join us as well.

We are also going to plan a small open house in August. We are just starting to plan, but expect that it will showcase our aircraft, some antique aircraft, possibly involve rides, a spot landing contest, tractor bombing contest, and maybe a candy drop for the kids? We are thinking of inviting some food trucks and, of course, will need to secure the public access area somewhat like the breakfast. Would any of you like to help chair an event like this? Let me know!

January is the nominations month for our annual elections held during the February Annual Meeting. The nominations committee has been busy and

has created a slate. Nominations from the floor are taken also, of course.

We have a new member to vote on at our membership meeting in January, so please plan to attend the membership meeting Thursday, January 12th at 7:00 pm to ensure that we have enough members to vote on this new membership applicant.

Winter is a great time to fly! Come on out to the airport and enjoy some smooth flying!



Winter landing on SDC runway 10, February 2021 (Chris Houston)

“January is the nominations month for our annual elections held during the February Annual Meeting.”

Aviation Quote

“There are airmen and there are pilots: the first being part bird whose view from aloft is normal and comfortable, a creature whose brain and muscles frequently originate movements which suggest flight; and then there are pilots who regardless of their airborne time remain earth-loving bipeds forever. When these latter unfortunately, because of one urge or another, actually make an ascension, they neither anticipate nor relish the event and they drive their machines with the same graceless labor they inflict upon the family vehicle.”

— Ernest K Gann

Rank	Name	Address	Distance	Phone	Directions	Comments	Last
1	Country Club (restaurant/burrito)	Charlottesville Mountain	KSCD	48	509	Short walk, other side of the Interstate. Also Big Sky restaurant nearby comes recommended.	2021-05
2	Joe's Great Island	Charlottesville Mountain	KSCD	48	509	Across the street. Big Lots parking lot. Tenuous selection of hand dipped ice cream.	2021-05
3	The Legends	Black Mountain, VA	KSCD	53	55E	Nearby take to the terminal. Basic terminal lunch counter. OK. If not willing to be stuck in front of the airport. Good food. Friendly staff. Clean establishment. Also the airport restaurant is a little noisy and comes highly recommended for food wings. If family members are around, OK. Handing \$3 parking fee. Crew car available.	2022-10
4	John A. Paul's SuperDip	Morgan's Falls, VA	KSCD	80	95W	Small restaurant right at the end of the runway. Food is basic but nice but really adequate. If the weather is nice the outdoor seating is quite pleasant. Fuel is a excellent location.	2021-05
5	Lidia's Bar & Grill	Greene Airport	80Z	81	5E		2021-07
6	Kate's Tea in Charlottesville	Great Valley Airport	10D	92	50W	Right across the street from the airport. Fuel only. Greasy option.	2021-02
7	American Colony	Greene	10Z	94	5E	Close by typical runway bar, great view.	2021-02
8	South Forks Restaurant	Stafford, VA	10Z	95	55E	I think this is still open anyway.	2021-02
9	South Forks Restaurant	Stafford, VA	10Z	95	55W	Approved by the FAA, and Perry's the clean right next to the fuel.	2021-02
10	The Runway Bar & Grill	Stafford, VA	10Z	109	50W	Excellent restaurant in the FBO.	2022-11

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!

WFC Election and Eligibility by Paula Sippel

Elections for the Williamson Flying Club's Board of Directors will be held at the club's annual meeting on February 9, 2023. The roles of President, Vice-President, Treasurer, and Secretary will be open. These roles have a one year term. A single Director seat will also be open for a 3 year term.

The Bylaws require that, at the January regular meeting (January 12, 2023) held one month prior to the Annual Meeting (February 9, 2023), the Nominating Committee shall make a report on nominations for officers and directors. Immediately following the recommendation of the Nominating Committee at the January member meeting, additional nominations from the floor will be made.

Eligibility rules are straightforward: any Active or Permanent member who is in good standing and has attended at least six of the previous twelve General Membership meetings (50%) is eligible to run for any of these positions. Club instructors are excluded from eligibility. No member shall hold the office of president for more than two consecutive terms. All other officers are eligible for re-election.

A majority of the votes cast at the Annual Meeting shall be necessary for election. In addition, anyone defeated for one office at the Annual Meeting may be re-nominated at the Annual meeting for another office.

A list of eligible members follows. There are still two more opportunities (January and February) to attend

meetings toward eligibility.

The following members already meet or exceed the eligibility requirements:

- Caldwell, Gary
- Foti, Ron
- Fratangelo, Bob
- Fuller, Jack
- Herloski, Bob
- Isbell, Tim
- Lasky, Scott
- Lowry, David
- Mehserle, Eric
- Sims, Duane
- Sippel, Paula
- Swingly, Dick
- Stellrecht, Rainer
- Verbridge, Alan

The following members have attended 5 meeting. They must either attend the January or February member meeting to be eligible for the February Election:

- Clark, Robert
- Mangos, Chuck
- Probst, Daniel
- Rohner, Bonnie-Jean
- Sprang, Mike

The following members have attended 4 meetings. They must attend **both** the January and February member meeting to be eligible for the February Election:

- Bach, Bill
- Clemente, Lou
- Dale, Jeff
- Englund, Frances
- Francese, Joseph
- Houston, Chris
- Perricone, Dave

Recommended Reading



The latest [FAA Safety Briefing Magazine \(Jan/Feb 2023\)](#) focuses on mentoring, developing personal safety management systems, and connecting with other aviators.

Congratulations!



WFC member Phil Dworzanski chose a perfect way to celebrate the 119th anniversary of the Wright Brothers' first flight by successfully completing his own first solo! Great job, Phil!

Cool Places to Fly by Chris Houston



Destination:

Becks Grove (K16), Rome, NY

Distance:

66 nautical miles (direct)

Why It's Cool:

- A picturesque little airport within in an arboreal box canyon

Some airports provide easy access to major metropolitan centers. Some are set in picturesque locales surrounded by mountains or ocean. Some play host to excellent restaurants or fascinating aviation museums.

Then there is Beck's Grove. Quietly situated on the sectional chart roughly five nautical miles northwest of Rome, NY, a quick review of airport information does little to suggest it as a worthy destination. No restaurant. No museum. No facilities. No nearby points of interest. At a glance, it offers nothing more than a 3,000 foot paved runway in the midst of a forest.

Indeed, once arrived at Beck's

Grove, there is not much to catch an itinerant aviator's attention. What makes this little airfield interesting is the simple act of flying in and flying back out.

Becks Grove exists in a notch hewn from a dense forest. It is surrounded on all sides by tall trees reportedly 80 to 130 feet tall that clearly exceed the FAA's boilerplate 50 foot obstacle. These trees flank the runway on both sides a mere 75 feet from centerline. The asphalt runway is in excellent condition, but at 23 feet wide, it is one of the narrowest in the our area. This is just slightly wider than the notorious 20 foot wide "sidewalk" runway at ReDun (17NK). In short, to fly into Becks Grove is to fly into a 150 foot wide arboreal box canyon.

Inbound, I found myself above a uniformly dense tree canopy such that the narrow slot hosting Beck's Grove was a minor challenge to locate.

On final, a forward slip steepened the descent angle to avoid wasting too much runway. Being used to airports sitting in wide open clearings, I experienced mild claustrophobia as my Warrior dropped below the tree tops. Though I was focused on the narrow runway itself, trees filled my peripheral vision in all directions. I

felt contained, like an X-wing fighter hurtling through the Death Star trench. There is no displaced threshold at Becks Grove (or any runway marking at all) and I was conscious of wasting precious runway in spite of the steep approach I flew. When I was roughly 50 feet above the ground, the wall of trees looming at the far end of the runway gave an undeniable sense of immediacy. I consciously committed to land because I was rapidly running out of space to successfully abort a landing in the wooded box canyon. The same airport surrounded by cornfields would be trivial to operate from, but letting down into a narrow slot in the trees makes for an interesting perspective.

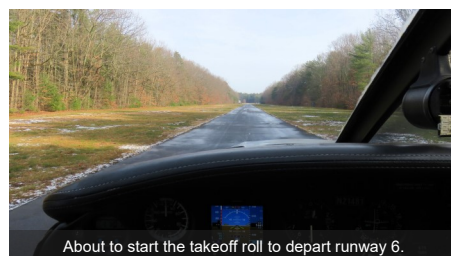
On departure, I conservatively performed a short-field take-off and found myself levitating out of the boxed canyon with plenty of runway length to spare. It probably does not come as much surprise that the shear layer at forest canopy level can get your attention while climbing out on a windy day.

Becks Grove is an interesting little challenge. While well within the capability of the average Cherokee or 172, it requires some short field proficiency. It also rewards visiting pilots with a unique landing and take-off experience.

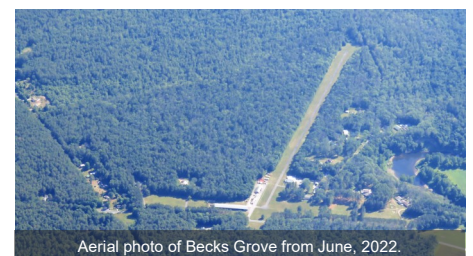
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Lined up on runway 6 at Becks Grove in 2020.



About to start the takeoff roll to depart runway 6.



Aerial photo of Becks Grove from June, 2022.

Cool Places to Fly by Chris Houston

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To make a real study in contrasts, contact Griffiss Tower (KRME) on take-off from Becks Grove and land on one of the biggest runways in the northeast (11,820 x 200 feet) where the self-serve fuel price is currently a bargain at

\$4.81/gal. Even the parallel taxiway at Griffiss is too wide to be accommodated by the 150 foot wide notch in the trees at Becks Grove.

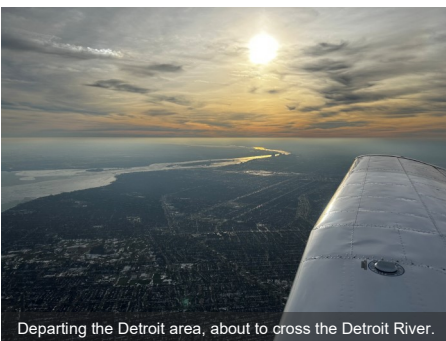
Tips:

- There is no FBO, fuel, or other

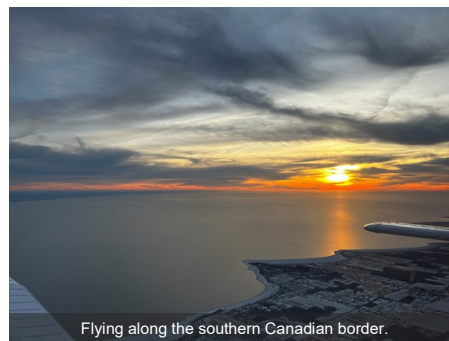
services at Becks Grove. There are hangars, but I did not see so much as a restroom.

- Be comfortable and proficient with short field take-offs and landings over obstacles.

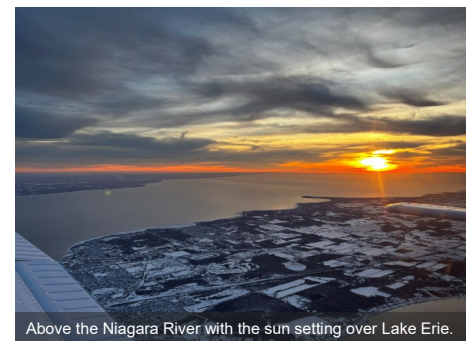
Why We Fly by Chris Houston



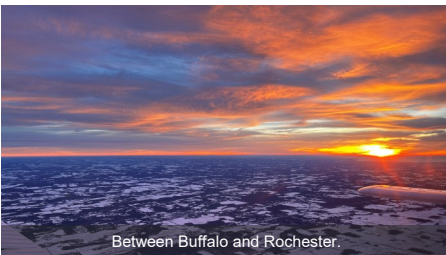
Departing the Detroit area, about to cross the Detroit River.



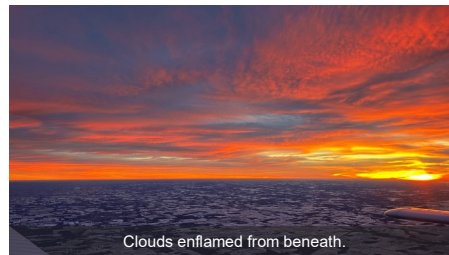
Flying along the southern Canadian border.



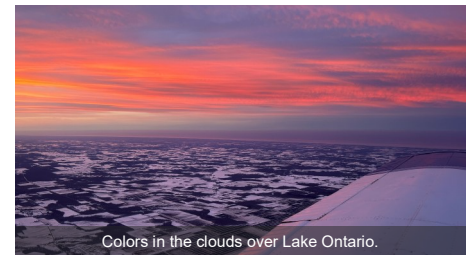
Above the Niagara River with the sun setting over Lake Erie.



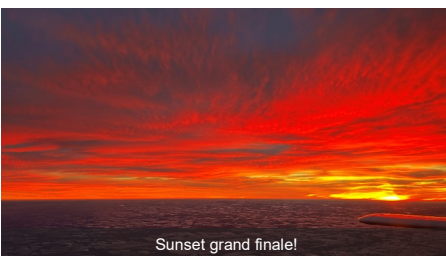
Between Buffalo and Rochester.



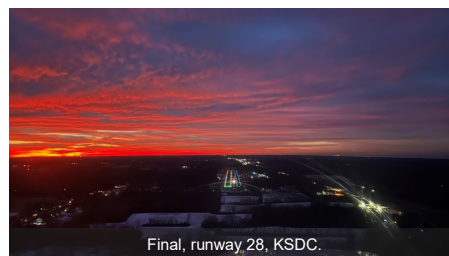
Clouds enflamed from beneath.



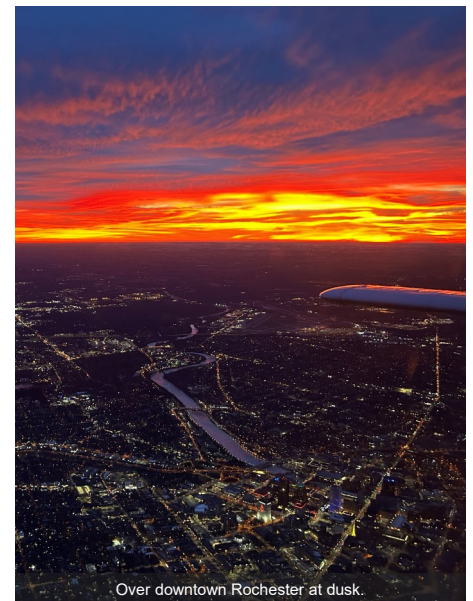
Colors in the clouds over Lake Ontario.



Sunset grand finale!



Final, runway 28, KSDC.



Over downtown Rochester at dusk.

I was fortunate to be in the sky during the magnificent sunset of December 28, 2022 while flying to the Williamson Sodus Airport from suburban Detroit. Photos are unaltered (except cropping) from an iPhone 14. I left my "real" camera at home by mistake, but cell phone cameras have come a long way since the flip-phone days. Scenes like these are exactly why I fly!

Do you have any photos that epitomize why you fly? Send them along and we'll feature them here for the rest of the membership to see!