

WFC Flyer



WFC members Mike Bebernitz and Andrew Wygal got their kicks on Route 66 in early February of 2023

Important Dates:

General Meeting
March 9, 2023
WFC Clubhouse

Board Meeting
April 6, 2023
WFC Clubhouse

General Meeting
April 13, 2023
WFC Clubhouse

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Williamson Flying Club Newsletter

March 2023

From the President's Desk by Bob Fratangelo

Welcome to March!!

It is my honor and privilege to serve as your President for a second term. I'd like to welcome our two new Board members Dave Lowry (Vice President) and Dave Perricone (3-year Director). A hearty thank you to our outgoing board members for their dedicated service to the Williamson Flying Club; Randy Christian (Past President) and Leslie Jean-Louis (3-year Director).

We continue to be fortunate to enjoy a milder winter than normal so far! Flying has been a little slow due to inclement weather just the same, so please stay up on your currencies!

The Williamson Flying Club Apple Blossom Breakfast is on this year for Sunday May 21! Do you remember the thrill of your first trip to an airport? First plane ride? It is very rare that an organization's function becomes an annual tradition in any community. Ours is a family community tradition in two communities and all of Wayne County. If you were to ask anyone in the Towns of Sodus or Williamson if they are familiar with their airport – the first thing that comes to their minds is typically – “They have a GREAT BREAKFAST!” For many, it is a 4th generation thrill to bring their families – especially young kids – for breakfast at the airport, see airplanes

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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: Dave Lowry
Secretary: Paula Sippel
Treasurer: Bob Herloski

Director, 2021: Dick Swingly
Director, 2022: Gilead Biggie
Director, 2023: Dave Perricone

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

From the President's Desk by Bob Fratangelo

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and maybe go for their very first ride in an airplane! This is our signature community event where we open our fences and invite the public in for some fun with their families to not only see, hear and watch airplanes, but to go for a ride! Remember your first experience? Remember giving your first rider their first plane ride? How exciting it was for the both of you?

We need all of you to come out and support this event. Bring your families to help and work alongside you! It's great fun and the one time we can all gather and bond as club members to serve the club and our local communities. You meet your fellow club members in an atmosphere of working together to achieve a common goal, bonding, and having a great time. We start at 0630 and finish around 1430. Many hands make light work! We will have set up day on Saturday with a lunch that follows, then its show day...Sunday! Rain or Shine! People come no matter what the weather is. The sunnier the day, the more they come. We have served up to 2500 in the

past. On the rainiest day we have served over 1300. You will all have an allotment of tickets made available to you that you pay for in your dues. How you dispose of them is up to you. Many give them away, others recoup their costs. Either way, we need you to get them into the hands of people who will come and enjoy our signature community event. We have tickets for club members to sell as well. Many members sell a bunch! This community event creates great public relations with our two communities and all of Wayne County! Talk about great community relations! Supporting our communities' desire to participate in aviation at "their airport" would make this event worthwhile, even if it lost money. The wonder of aviation never dulls or is lost!

We are also looking at holding a Williamson Airport Open House in August, a similar event to the breakfast except we will invite food trucks to offer food and open the field to the public to view airplanes and see some flying. We may also offer rides! We are thinking the 2nd or 3rd weekend in August - date to be confirmed. We would need help parking cars, crowd control, etc. Please put a soft date in your calendar for one of these weekends!!!

We have enjoyed "Tony's" Club lunches on Saturdays throughout the summer for several years now. These will continue this year, of course. We will also have a Board Member sponsor a lunch once a month. Plus, we will add some

"meet the new members" lunches as well!

Starting in April, we will have cook-outs prior to each Membership meeting at 6pm. Nothing fancy: dogs, burgers and great company. It will be a fun social gathering prior to meetings! We will continue to have either a 15-minute FAA FAAST safety talk at the end of each meeting with Mike Bjerga or a speaker!

Plans are underway for our annual Flying Club Member picnic (V.P. Dave Lowry working with Activities Committee). As the details unfold, we will get them out to you. Spot landing contests, flower bombing, kids, and planes! Fun stuff!

We are recreating our Buildings and Grounds Committee by separating the two into a Buildings Committee (Chair: Dave Perricone) and Grounds Committee (Chair: John Rubio). Both Dave and John will be looking for volunteers to help on their committees. (And keeping those on that are already in place of course - thank you all!)

We are also looking to create a volunteer membership Committee probably a committee of one maybe two to help solicit volunteers to help with work around the club for our committees and special projects. Interested? Please let me know.

Come on out to the Club! Go flying! If you are rusty, well, get up with an instructor and get fresh again! Or fly right seat with some-

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Aviation Quote

"Pilots are a rare kind of human. They leave the ordinary surface of the world to purify their soul in the sky and they come down to earth only after receiving the communion of the infinite."

— Jose Maria Velasco Ibarra,
former President of Ecuador

Cool Places to Fly: Altoona/Blair County Airport by Chris Houston



Destination:

Altoona/Blair County Airport (KAOO), Altoona, PA

Distance:

184 nautical miles (direct)

Why It's Cool:

- Home to the excellent *La Fiesta Mexican Bar & Grille*

My first landing in Altoona, Pennsylvania happened in July of 2010 when our two ship flight landed for lunch at the *Kitty Hawk Café* before proceeding to Luray Caverns. While the *Kitty Hawk* was decent, the current restaurant tenant is far zestier: *La Fiesta Mexican Bar & Grille*.

The approach into Altoona is scenic with uniquely Pennsylvanian ridges paralleling the final approach course to runway 21.

La Fiesta is on the second floor of the main terminal building with an outstanding view of the ramp and



A distinctively curved ridge northwest of the airport.

runways. Because Altoona hosts commercial flights, pedestrian access between the ramp and terminal is tightly-controlled. Fly-in visitors should access the street side of the fence via the *Altoona Flight Services* FBO building located south of the terminal (see map at right), then walk to the terminal. GA parking in front of the terminal building is prohibited.

The Altoona terminal building features some interesting artwork, including a nicely-done mural of a flight of P-47 Thunderbolts. This theme extends into *La Fiesta* which, despite traditional Mexican restaurant decor, also embraces its existence at an airport with an interesting mural of a barnstormer leaning against his Curtiss Jenny waiting for the next customer.

La Fiesta has been operating for roughly four years. It features an extensive menu, reasonable prices, and generous portions. Our food in early February was outstanding, right down to the homemade salsa that we compulsively devoured while waiting for our meals.

The restaurant is open daily, 11:00 am to 10:00 pm. More information is available on the [Fly Altoona website](#) as well as the restaurant's [Facebook page](#). (The latter disconcertingly features a washed-out



Final approach, runway 21, February 2023.



Altoona Airport, photographed July 2010



Altoona Airport photographed 2010



version of my 2010 photo of the airport as its banner.)

If you're interested in beautiful scenery and excellent Mexican food, you can't go wrong with a

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Cool Places to Fly by Chris Houston

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 flight into Altoona. As surprising as it might be that Altoona is an aviator's prime destination for great Mexican food, is it any odder than finding wonderful Mediterranean food in Morgantown, West Virginia (KMGW, see [Cool Places to Fly, April 2016](#)) or outstanding sushi in Westfield, Massachusetts (KBAF, see [Cool Places to Fly, May 2021](#))? I think not!

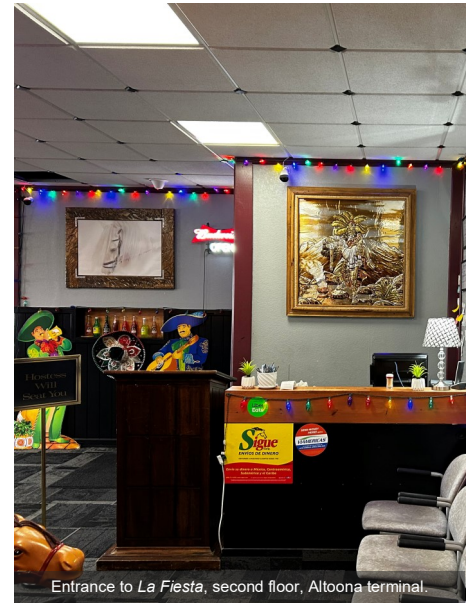
Tips:

- Serve-serve avgas is currently priced at \$7.15/gal. The fuel farm is located on the north end of the ramp.

- Line service operates from 8:00 am–5:00 pm seven days a week (full service fuel is \$7.40/gal).
- Preferred calm wind runway is 21. Noise abatement: maintain runway heading until 2 nautical miles north of the airport when departing runway 3.



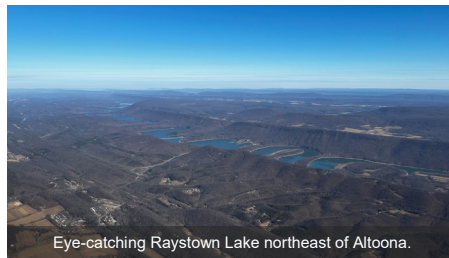
Barnstormer mural in La Fiesta.



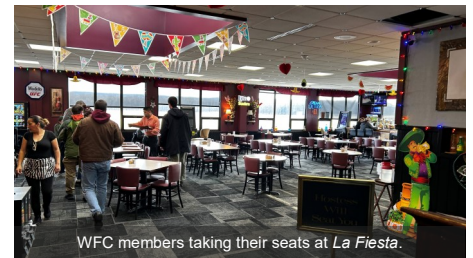
Entrance to La Fiesta, second floor, Altoona terminal.



P-47 mural in the Altoona terminal.



Eye-catching Raystown Lake northeast of Altoona.



WFC members taking their seats at La Fiesta.

Cool Places to Fly: News, Updates, and Rumors by Chris Houston

Chautauqua County—Jamestown Airport (KJHW) has struggled over the years to maintain a viable restaurant in its terminal building. My logbook shows visits to the *Tailwinds Café* and *Tarmac Café* in 2008 and 2015, respectively. [Studio D Catering](#) took over the restaurant space in November of 2022. With a focus on private parties, catering, and instruction, it is not clear if the group will also offer on-site dining to airport travelers or not. Stay tuned! Thanks to Eric Mehserle for this news.

Images contributed by Mike Bjerga



February 24, 2023: Looking east from the approach end of runway 10 at KSDC after the region was covered with ice.

Trip Report: A REAL Cross Country by Michael Bebernitz and Andrew Wygal

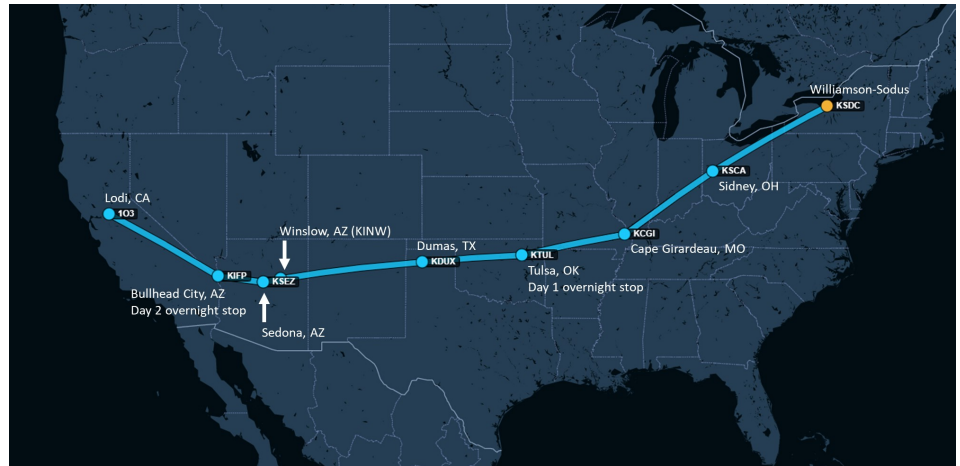
Editor's Note: Beginning February 1, 2023, WFC members Michael Bebernitz and Andrew Wygal set off from KSDC on the ultimate cross country flight to reunite N8487W, a Cherokee PA-28-180, with owner Mike Yattaue in Lodi, CA (103). Covering 2,320 nautical miles in 2.5 days, this is their story. The word "epic" comes to mind!

Day 1: KSDC-KSCA-KCGI-KTUL

It was a very cold morning when we arrived at the airport. We shoveled the snow away from the hangar door and took our time setting up cameras and doing our final preflight checks. We dropped off the hangar keys and used the facilities one last time, and it was time to go.



With it being as cold as it was, even with the defrost on, we fogged the windscreen up pretty quickly on the ground. As we taxied towards runway 28 for our run-up



and takeoff, we noticed just how clear the sky looked.

Even with being close to max gross, the cold temperature made the takeoff easy and we were soon on our way to Ohio for our first fuel stop. Shortly after passing over Rochester, flight visibility started dropping. Knowing that our headwind would be significantly higher if we climbed, we both wished to stay at our present altitude. After a few minutes, however, we decided that the visibility had dropped below our personal minimums and we ended up climbing to get back into clear air. Although we had about a 20 knot headwind at our new altitude, we knew we made the right choice when we saw that we would have had to continue through a thick overcast layer. This



layer cleared up right before Cleveland, and from that point on, we had nothing but beautiful weather.



Sidney Municipal Airport is about 30 miles north of the city of Dayton, OH and has two nice runways, FBO, and fuel pumps for both 100LL and Jet A. We ended up fueling up right next to a Citation that was on its way to Texas for

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Trip Report: A REAL Cross Country by Michael Bebernitz and Andrew Wygal

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business, then back home to Florida right after.



Between Sidney, OH and Cape Girardeau, MO, we saw several interesting sights. We first started seeing towers of steam in the distance that almost looked like mushroom clouds from explosions.



As we kept flying, we saw more and more, and ended up flying by one of them, which was coming from a powerplant on the ground.

We also flew over something else pretty interesting. On the sectional chart, it looked like a big mess of railroad tracks. Out the window, it looked like a bunch of bunkers in the woods. After we landed, we found out what we flew over was Naval Support Activity Crane, an acquisition, engineering, and support center for military equipment and weapons.



Shortly after NSA Crane, we flew by the factory of Toyota Motor Manufacturing Indiana. After that, we got sight of the Mississippi River



before landing at Cape Girardeau.



We learned that this airport had been closed for 2 days before our arrival due to an ice storm. The airport hadn't been completely plowed yet. Since the ramps weren't fully plowed, we had to taxi the long way around to get fuel. After fueling up, we stopped in the FBO for a quick break. The FBO was very nice, and it was worth walking around.



As we made our way towards Tulsa for our first overnight, we had to relay information from ATC through airliners above us since we were out of radio range. It's something

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Trip Report: A REAL Cross Country by Michael Bebernitz and Andrew Wygal

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we learn about doing throughout flight training, but we never had to do it for real until this trip. [This is why it's worth putting up with all the meowing and other nonsense while monitoring guard! - Editor] As we approached Tulsa, we struggled to find the airport against the lights of the city itself. We ended up following a PC-12 in to runway 18R. We got to Sparks Aviation, had them top us off and put the plane in the hangar for the night, and we left the airport for dinner and some much needed sleep.

Day 2: KTUL-KDUX-KINW-KSEZ-KIFP

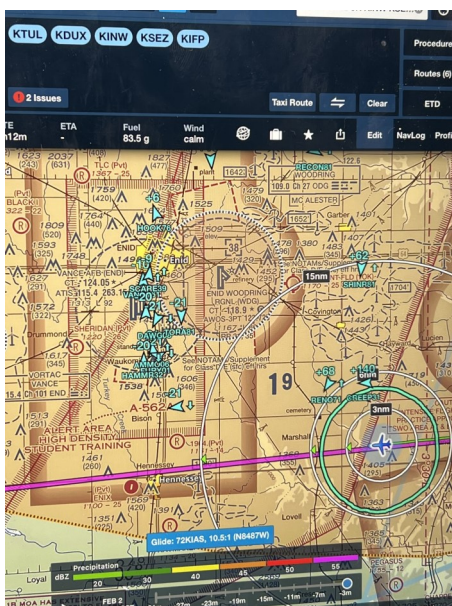
We started our second day by taking off the oil cooler restrictor plate because we had to throttle back to keep the engine from getting too hot the night before. The plane was pulled out to the ramp for us for start up and we were on our way. The clouds to the southwest were a little low, so our plan was to take off and initially depart to the



Parkin' on a ramp in Winslow, Arizona

northwest to avoid the weather. The clouds eventually cleared up and we had perfectly clear conditions for the rest of the day. As we flew by Enid, OK and Vance AFB, we could see a whole bunch of Air Force traffic on ADS-B.

The terrain started rising a little more with each step and the faces of the cliffs started to look more and more red. We overflew a portion of the Petrified Forest National Wilderness Area and prepared for landing in Winslow.



After we crossed into Texas, we flew over the Mesa Vista Ranch, a 64,000 acre quail hunting ranch with a private 6,000' runway. With our tailwind, we had a 143 kt ground speed approaching Dumas, TX. KDUX was beautiful and looked like it was resurfaced and repainted just days before we arrived. Fuel was cheap, so we topped off, added about a half quart of oil, and departed for Winslow, Arizona.

When we landed in Winslow, we couldn't initially find the self service fuel pumps (we found out after taxiing for departure that they were hiding off the taxiway behind the FBO), but did find some big tanks of water and flame retardant for firefighting aircraft. We parked the plane and the fuel truck came out to top us off. We had some time to spare, so of course we had to go [stand on the corner!](#)

As we continued west, the terrain started to step up a little at a time. We flew by the small town of Las Vegas, New Mexico, which is much smaller than the Nevada version.

Bucket list item down! Then it was time to get dinner and check off another thing on the list! At about 4,900' MSL, Winslow is a much

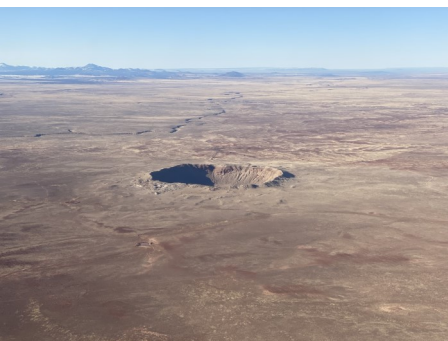
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Trip Report: A REAL Cross Country by Michael Bebernitz and Andrew Wygal



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higher elevation airport than we're used to and we could really feel the high altitude as a factor with our high weight on takeoff. Our climb out of Winslow was slow, but steady. Our route took us just south of the Meteor Crater Natural Landmark, which was pretty in-



credible to see from the air.

The terrain rose quickly, and as we passed over the snow covered Mormon Lake, the scenery gave way to red rock and green vegetation. Flying into Sedona felt like descending into a giant bowl with a small table in the middle. The colors were incredible, and the pictures just don't do it justice. This approach was one of the most beautiful vistas we've ever seen with our own eyes. Once on the ground in Sedona, we walked over to the Mesa Grill for dinner.

After a delicious dinner, it was time to get to our final destination for Day 2. We were getting ready to take off as the sun was starting to set and the red rocks were even redder than before. Sedona's preferred departure is runway 21, even in the case of tailwinds, due to noise abatement. Even though

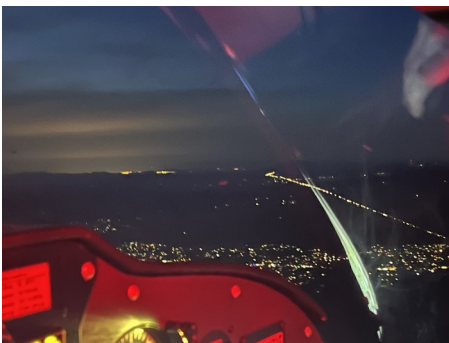
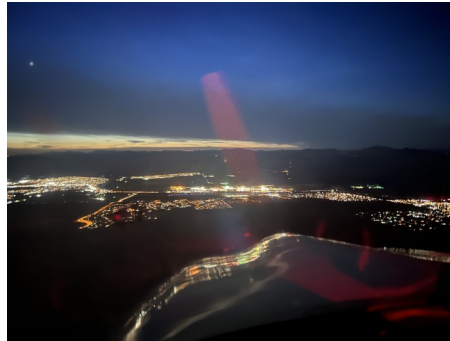


we were heavy, the tailwind for runway 21 was only about 3-5 knots. With more than 5,000 feet of runway and watching several other aircraft depart to the south, we were comfortable with the airport's preferred procedure. Our ground roll was noticeably longer than ever before, but as soon as we lifted off and passed over the departure end of the runway, the ground dropped away from us.

We decided to cruise at 10,500'

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Trip Report: A REAL Cross Country by Michael Bebernitz and Andrew Wygal



to the town of Amboy, CA.

Amboy was another bucket list stop, inspired by a YouTube [video posted by Matt Guthmiller back in 2018](#). Amboy isn't a published airport and doesn't have any official frequencies, but we made some calls on 122.90 before flying a few low passes along the gravel strip and making the decision to land. We ended up shutting down on the runway to avoid taxiing through a bit of a washout left behind by the last rain. We ended up pulling the plane through the rest of the gravel up to the road for what felt like half a mile. We finally got the classic picture of the airplane on Route 66, with the [Roy's Motel & Cafe](#) sign in the background. After talking with the gift shop employee, we learned that usually around 1 to 2 planes land there a day, and we were one of the first to actually pull

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again on this leg, for the extra peace of mind and safety cushion over the unfamiliar terrain in the dark.

over the night before and see that we had good weather to our west. We departed Bullhead City to the southwest and followed Route 66

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In the dark, it was easy to see the lights of Las Vegas, NV reflecting off the clouds. When we finally had Bullhead City in sight, we knew we were clear of the terrain between us and the airport. The approach was very colorful, with the casino lights shining on the other side of the river parallel with the runway. Signature Flight Support topped us off for the last fuel stop of the trip, and we crossed the river and spent the night in the hotel of The Riverside casino.

Day 3: KIFP-103

Our final day of flying to California blessed us with more beautiful conditions. In the daylight, we could see the mountains we flew



Trip Report: A REAL Cross Country by Michael Bebernitz and Andrew Wygal



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 the plane onto the road ourselves; apparently most people just taxi all the way out (which you are **not** supposed to do).

Amboy was a really cool stop and we were both glad we made it there. From Amboy, we flew north-west around the restricted airspace near the 29 Palms Marine Corps Base and toward our final

destination of Lodi. We overflew the boneyard at Southern California Logistics Airport and saw some airshow practice in the distance over Edwards Air Force Base. Further in the distance we could see the Mojave Air and Space Port, before finally crossing over the mountains and into the valley toward Bakersfield. From there, we passed Naval Air Station Lemoore, and while it was quite a ways off in the distance, we could see F/A-18s parked on the ramp. We monitored the tower frequency as we flew by, and of course, as we were about 15 miles north, we could hear the tower giving clearances to Super Hornets on their way out for training. As we passed over Modesto and Stockton, we finally caught our first precipitation of the journey in the form of light rain as we descended to land in Lodi. The runway looked nice from the air, but during our rollout after landing, we discovered that it was quite bumpy.

Two and a half days and 2,320 nm later, we made it to our final destination and had to hand the keys of our beloved N8487W back to her real owner, Mike Yatteau. It was an amazing trip full of cool new experiences, lessons learned, and stories to tell. Mission success!



President's Desk by Bob Fratangelo

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one else and split the gas! Right seat flying is a great way to get comfortable again. Tour around the hangars. If you see a hangar door open, stop in to see what is hiding in there, introduce yourself, talk to the person in the hangar, swap stories. Over 80% of the people renting hangars are themselves club members! There are many stories to be heard and a large variety of planes to look at! Don't be bashful. It's your club! Tour around.

We have two potential new members to vote in at our next membership meeting! Please come on out to vote on these new applicants. See you at our next membership meeting!

Ground School at the WFC!

PRIVATE PILOT GROUND SCHOOL

Tuesday's 6pm-8:30pm Beginning March 14th

\$150 + Supplies • RSVP: (585)721-4635



**10
WEEKS**



**WILLIAMSON
FLYING CLUB**



learntofly@williamsonflyingclub.com

Supplies (Recommended)

- Pilot's Handbook of Aeronautical Knowledge
- FAR/AIM
- E6B Flight Computer
- Aviation Chart Plotter





www.williamsonflyingclub.com 5502 State Route 104, Williamson, NY 14589

Want a review? Prepping for your Knowledge Test or Flight Test? If you are already a certified Private Pilot, or have already taken your written exam, the cost is \$60.

If you would like to attend, please respond to the email given in the flyer above.

WFC membership is not required to participate!

Upcoming WFC and Local Events

Saturday March 18	Pancake breakfast, Bloomsburg Municipal Airport (N13), Bloomsburg, PA. 8:00 am—noon. Seminar: Crossing borders. Learn the ropes of international flying with this seminar at 10:30—11:30 am.
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Items in **bold** are sponsored by the WFC Activities Committee.

Annual WFC Pancake Breakfast, May 21, 2023!

The annual WFC Pancake Breakfast is ramping up! This year's breakfast will take place on Sunday, May 21st.

For new members unfamiliar with the breakfast, this is our opportunity to share our beautiful airport and love of aviation with the community by bonding through pancakes! This is a major event for the club. Be sure to mark your calendars!

All members should have received an email from Kim Christian on March 5 with the initial duty roster.

Please contact Kim as soon as possible through a.S.o.S. if:

- You did not receive the email (all members should be on the list).
- Your name was not on the roster attached to Kim's email.
- You prefer a different volunteer role for the breakfast.
- You are interested in filling one of the breakfast committee chairperson positions Kim has available.

If Kim does not respond immediately, expect a response after March 20.

Mike Bjerga will be offering a Private Pilot Ground School starting Tuesday, March 14th.

Classes will run from 6-8:30pm over 10 sessions using a hybrid model (some live, some exclusively on Zoom). All will be recorded for anyone who misses a session. The cost is \$150.