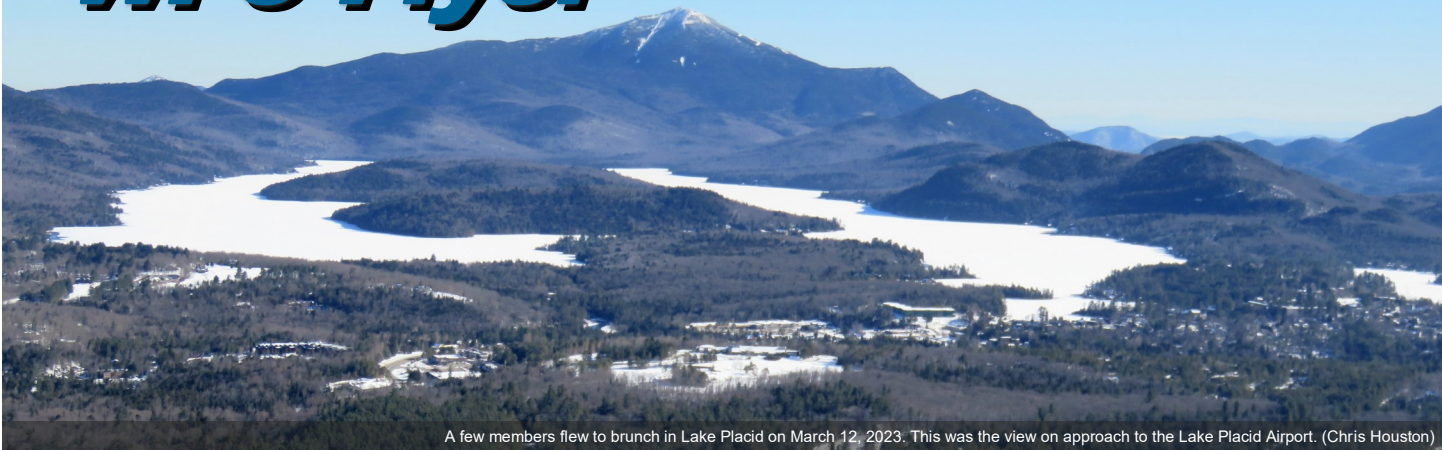


WFC Flyer



A few members flew to brunch in Lake Placid on March 12, 2023. This was the view on approach to the Lake Placid Airport. (Chris Houston)

Important Dates:

General Meeting
April 13, 2023
WFC Clubhouse

Board Meeting
May 4, 2023
WFC Clubhouse

General Meeting
May 11, 2023
WFC Clubhouse

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Williamson Flying Club Newsletter

April 2023

From the President's Desk by Bob Fratangelo

Welcome to April:

We have had a delightful and mild winter this year. Despite this we are all ready for Spring! It is upon us.

Soon, we will be sending some emails out to announce many projects where we need your help. The breakfast is coming fast (Sunday, May 21) and as in the past, it will be an all hands event. Breakfast set-up day will be the Saturday before (May 20) with an amazing lunch for all who come. Prior to that, we will need to lay some sidewalk pavers (concrete slabs) along the walking routes past the grills. Watch your email for that, many hands make light work! Also please respond to the breakfast

chairpersons who email about confirming your position assignment for the breakfast.

We are closing in fast on a date for our "Open House" in August. Right now it looks like August 26th, any concerns with that date? It would be an all hands event again, but not as intense as the breakfast. We would start around 1000 and have food trucks for lunch, then some fun flying (spot landing contests, tractor bombing, candy drop, etc.) so folks can see aircraft in the air.

Our Saturday lunches will start up in May. Is anyone interested in cooking on

(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

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

Recommended Reading



The March/April 2023 edition of [FAA Safety Briefing](#) magazine focuses on emergency avoidance, exhaust system issues, wildlife and laser strikes, and recognition of hypoxia.

Aviation Quote

“Aeronautics confers beauty and grandeur, combining art and science for those who devote themselves to it ... The aeronaut, free in space, sailing in the infinite, loses himself in the immense undulations of nature. He climbs, he rises, he soars, he reigns, he hurtles the proud vault of the azure sky

— Georges Besancon, founder of the first successful aviation journal, *L'Aerophile*, February 1902

From the President's Desk by Bob Fratangelo

(Continued from page 1)

any Saturdays? If so please send me a note, even if it is only for one Saturday. We will provide the food or you can go shop for it with funds we give you. Mix it up a bit if you are able! I can be reached at:

President2022@Williamsonflyingclub.com
or rfratangelo@rochester.rr.com

We have two new people to vote on for membership at this meeting, so we need at least 17 active members to attend this meeting so we can vote those new people in! Please plan to attend.

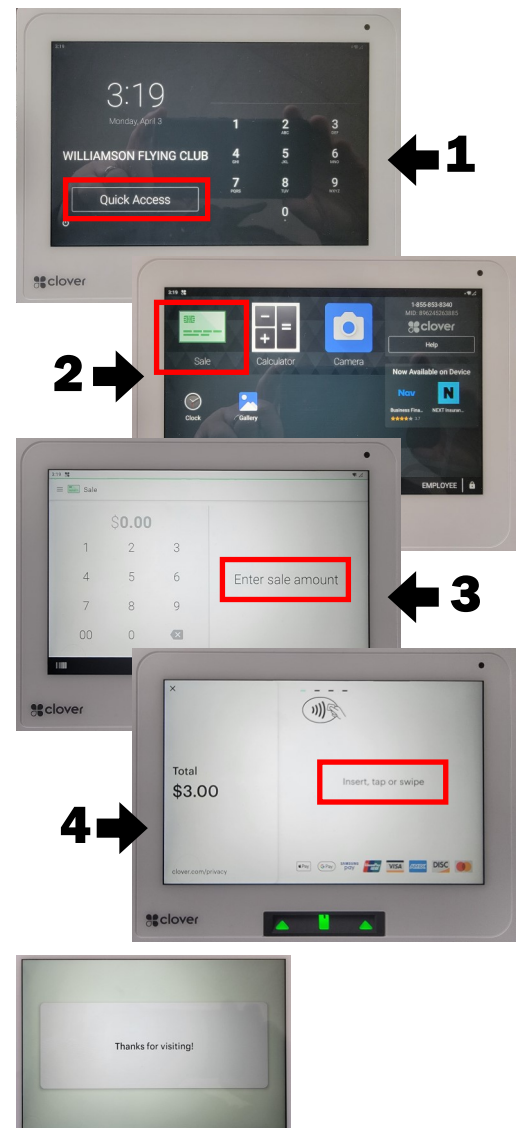
Fly safe! See you at the Club.

Bob Fratangelo
President, Williamson Flying Club

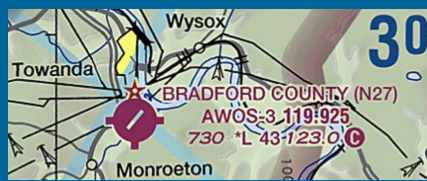
WFC Clubhouse Credit Card Machine by Bob Herloski

I am working to figure out the most efficient use of new clubhouse credit card machine. In the interim, the new credit card machine is set up to mimic the previous credit card machine usage as much as possible. For now, sales can be paid in the following way:

- If the machine is displaying the time as a screen saver, just touch the screen to wake it up.
- Touch the "Quick Access" button (1).
- Touch the "Sale" button to make the payment (2).
- Press the "Charge" button, then continue with entering the payment amount (3) and using the credit card, ApplePay, etc. (4).
- After approval, the machine will print out a receipt. This **must** be put in the treasurer's box with your name. You can also tell the machine to print another receipt for yourself.
- A signature on the device might or might not be required, depending upon the amount of the payment.
- **Important Note:** the receipt will **not** print your name like the old system. **You have to legibly print your name on the receipt** before putting it in the treasurer's box or I will have no way to know who made the payment.
- Please let me know if you encounter **any** issues with the machine.



Cool Places to Fly: Bradford County Airport by Chris Houston



Destination:

Bradford County Airport (N27),
Towanda, PA

Distance:

94 nautical miles (direct)

Why It's Cool:

- Well-maintained airport among the hills of northern Pennsylvania
- Short walk from Sparks family restaurant.

Bradford County Airport sits in a basin among the hills of northern Pennsylvania. From the south, it is virtually impossible to spot the airport until within 5 miles because it is otherwise hidden by terrain. The folks here are friendly, from youthful manager Scott who flies a beautiful Stinson 108 and rushes over to greet pilots in aircraft he does not recognize to Bob who is building a wooden Corsair of his own design and is willing to give itinerant pilots walking directions to lunch at Sparks.

Sparks is a local, family-friendly diner located northwest of the airport. To get there, walk west to the corner of the main parking ramp, follow taxiway C across runway 05-23 (watch for traffic!), and exit the airport grounds through an open vehicle gate in the fence. Sparks is a short walk northwest of the gate as shown on the map at right.

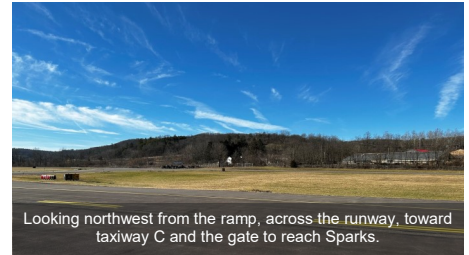
Sparks might not be not the kind

of place you would take your snobby foodie friends. But the cozy, unassuming diner serves up fare that is honest, homemade, and good. The staff are very friendly and happily banter with regular and new patrons alike.

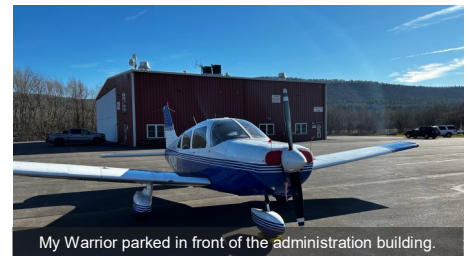
At a mere 94 nautical miles away from KSDC, the average Cherokee can reach Bradford County Airport in approximately 50 minutes. The approach through the hills is beautiful and the airport facility itself is in excellent condition. With friendly people, inexpensive fuel, and food nearby, Bradford County is certainly worth a visit.

Tips:

- Pay attention to the terrain surrounding the field. It does not look like much on the sectional chart, but it can complicate pattern entries and even hide the airport from view.
- Self-service fuel is notoriously affordable and currently priced at \$5.15/gal.



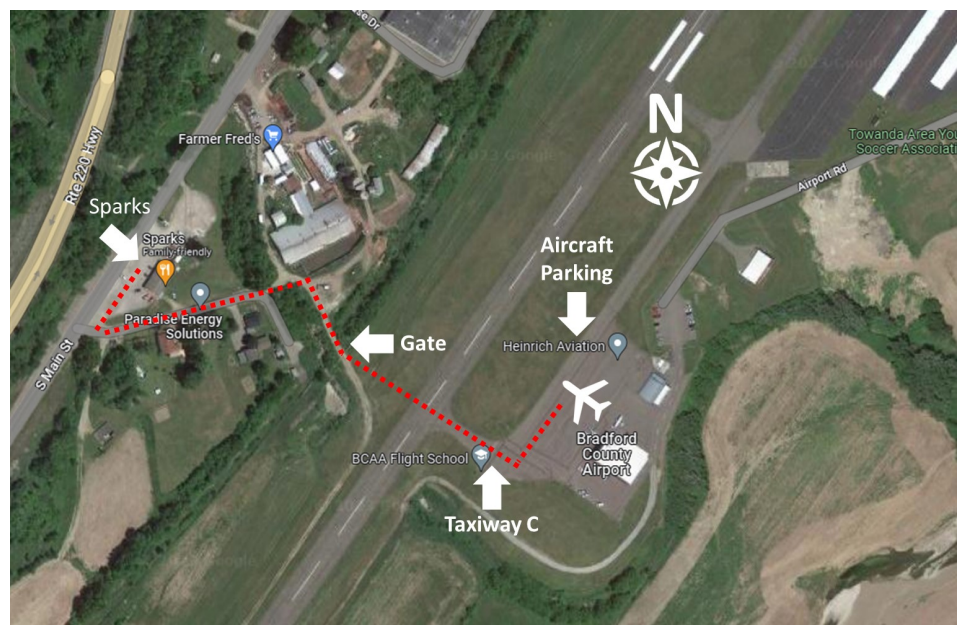
Looking northwest from the ramp, across the runway, toward taxiway C and the gate to reach Sparks.



My Warrior parked in front of the administration building.



Bob's homebuilt Corsair in the maintenance facility at N27.



Member Spotlight: Rainer Stellrecht by Chris Houston



Member: Rainer Stellrecht
 Ratings: Comm-MEL, IFR
 Hours: ~ 1100
 Aircraft: 1975 Cessna 172
 1978 Cessna
 Joined WFC: 2018

I think people are fundamentally wired to enjoy a good bootstrap story and when it comes to bootstrap stories, WFC member Rainer Stellrecht has lived a terrific one.

Despite admitting that English was his worst subject in school, the native German arrived in Pittsfield, Massachusetts in 1969 as a teen-aged exchange student with \$300 in his pocket. He planned to stay six months. To oversimplify Rainer's tale, he never went back.

This adventure came about because Rainer's parents regularly hosted American high school exchange students in Germany. On reaching his final year of high school, Rainer was persuaded to journey to the USA as an exchange student himself. In Pittsfield, he resided with the German-speaking family of an American exchange student that had previously resided with the Stellrechts. In time, Rainer became very close with his

American host parents, lovingly referring to them as "Ma and Pa".

Within three weeks of starting at the Massachusetts high school, it became evident that there was a problem. Rainer had already completed most of the coursework studied by American high school seniors. He belatedly came to understand that the thirteenth grade he would have started in Germany simply did not exist in the United States.

Thinking quickly, the high school guidance counsellor connected Rainer with a neighboring community college. Because of an affiliation with Dartmouth, the community college offered a remarkably advanced Computer Science curriculum. (Especially for 1969!) He earned money during this time by working as a church custodian and cleaning cars at the local Volkswagen dealership.

Six months became two years for Rainer to complete an Associate's Degree in Computer Science (which was not, in fact, called Computer Science back in the early 1970s, but that is how we would describe it today). Before departing to Germany for a visit home, he was accepted into Computer Science undergraduate programs at Dartmouth and Rensselaer Polytechnic Institute (RPI).

Back on home turf, Rainer faced significant pressure from his parents to enroll in a German university. An uncle who served in a leadership position at a German university persuaded Rainer's parents to allow him to return to the US for

school, explaining that the Computer Science field was still rather theoretical in Germany, but the American institutions had the practical equipment available to make for a meaningful education.

Rainer completed his Bachelor's Degree at RPI while continuing to live with "Ma and Pa". He put himself through college and earned spending money by rebuilding engines in shop space provided by a friend.

It was during his time at RPI that the aviation bug first bit in the

(Continued on page 5)

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

- The [West Wind Restaurant](#) at St Marys Airport (KOYM, 125 nautical miles from KSDC) officially re-opened under new ownership on March 19, 2023. Many of the original menu items have been preserved, including the craziest burger of all, the Stearman (a hamburger sandwiched between two grilled cheese sandwiches).
- A new airport diner, the *Up, Up, and Away Café*, is scheduled to open on April 10 at the University Park Airport (KUNV, 147 nautical miles from KSDC). The diner is owed by State College-based Bees Knees Coffee. The café is expected to be open daily from 5:30 am (for drinks) and 6:00 am for food with the kitchen closing at 5:30 pm and the doors closing at 6:00 pm.

Member Spotlight: Rainer Stellrecht by Chris Houston

(Continued from page 4)

form of a flyer from a local community college. The advertised “six + six” program was a baited hook meant to capture new aviation students: six hours of ground school plus six hours of flight training for an absurdly low price. Rainer did not seize the opportunity immediately, but it deeply intrigued him.

A return visit to Germany highlighted the differences between aviation in West Germany versus the United States. In telling a family friend and pilot about the “six + six” program brochure, she took him and members of his family flying in a four place low wing Aérospatiale aircraft. Although they launched from a grass strip, the airspace over Germany from 300 feet to 1,000 feet was controlled and they required a clearance to depart the ground. This airspace was predominantly used by the United States Air Force. Military aircraft were allowed to go supersonic over Germany, USAF aircraft carried nuclear armament (that periodically fell off into places like the Black Forest), and pilots practiced simulated strafing runs over the Autobahn. As with his Computer Science degree, Rainer was encouraged by the family friend to pursue his flight training in the less-restrictive US.

Flying with a Cessna Flight School, Rainer earned his Private Pilot Certificate for a total cost of \$900. When he was ready for his check ride, he realized that he was 0.5 hours shy of the minimum 40 hours and flew an extra half hour prior to meeting the examiner to be legal. His check ride concluded

with an unusual attitude recovery during which time the examiner surreptitiously switched off the Cessna 150’s fuel valve. Rainer’s final landing before earning his certificate was dead stick into the Pittsfield Airport. Once certificated, he moved up to the Cessna 172 from the Cessna 150. Ma and Pa were his first passengers.

Rainer’s next challenge was one that most college graduates face: getting a job. But he was faced with an additional hurdle. Rainer needed a green card. The US government receives more green card applications each year than it grants, so qualified applicants are awarded green cards on a lottery basis. Two years passed without the lottery working in Rainer’s favor. In the meantime, he remained a student and took graduate classes in Computer Science.

He also enjoyed exercising his private pilot privileges. With his friend Chris, he flew to Maine, NYC, Cape Cod, and even landed at Newark and Philadelphia airports. He recounted a New Year’s day flight to Taunton, MA on New Year’s Day with his girlfriend. Approaching the airport that had a reputation for being unplowed in the winter, he was relieved to see a cleared runway. However, he received a slick surprise in that the runway was covered by a sheet of black ice.

In addition to fun flying, Rainer continued with his ratings, earning his IFR and beginning work on his Commercial. Training for the Commercial included spin training in a Cessna 150 Aerobat. Rainer also gained some experience doing



Rainer with his C-172 at KSDC in 2023.



Rainer and Betsy at the Penn Yan pancake breakfast.



Rainer and Betsy in their German regalia

loops and rolls in a Citabria.

Rainer experienced one of his most important lessons in the

(Continued on page 6)

Member Spotlight: Rainer Stellrecht by Chris Houston

(Continued from page 5)

cockpit as he and a friend were nearing their IFR check rides. They were flying a Cessna 172 home to Massachusetts from Fort Lauderdale, FL and communicating with Dulles Approach when airliners on frequency began requesting weather deviations. It was their first clue of low visibility and thunderstorms developing ahead. With conditions deteriorating rapidly, they diverted to Dulles. It was an important lesson in how quickly weather can fall apart. The pair were approved for a special VFR into Dulles and, eventually, a massive runway appeared out of the gloom. Lining up, Rainer was confused by the lack of runway number on the pavement below. Realizing his mistake, he quickly side-stepped to land on the actual runway. "We have pretty big taxiways here!" Dulles Tower quipped over the radio.

With the green card still elusive, Rainer's friend Chris, a Pittsfield bank teller, proposed a unique solution. Chris instructed Rainer to rent a plane and they would fly to Washington DC and talk to President Carter directly about the needed documentation. Doubtful that such an unusual means of working the bureaucracy would yield any results, Rainer nevertheless rented a plane for their flight of fantasy to DC.

As it turned out, Chris' father had connections with the White House press corps. Rainer did not meet President Carter, but he did have an audience with Vice President Walter Mondale, saw the Oval Office, and received his green card

roughly four weeks later. General aviation for the win!

Now a permanent resident of the United States, Rainer accepted a job as a software engineer at Transmat in Rochester, NY, a small company growing in the new Computer Science field. Rainer was in the right place at the right time to develop along with his chosen field. He stayed with the company, now known as Transcat Inc, for 40 years and retired as the VP of Calibration Services. It was quite a career arc for someone who only came to the US for a six month exchange student stint. With all of this success, it is worth noting that Rainer never officially completed high school. He was not in Germany to complete the thirteenth grade necessary for graduation there and he only attended three weeks of high school in Pittsfield before switching to the community college.

In Rochester, Rainer joined the Eagle Flying Club based at the Ledgesdale Airport in Brockport. No longer in existence, Rainer reminisces fondly about the tight-knit club community run by a husband and wife team.

At the Eagle Flying Club, Rainer completed his Commercial rating. The club offered training in a Piper Apache for only \$5/hour more than a complex single, so he added his Multiengine Land rating in short order. Together with a colleague, Mark, he purchased a two year old 1978 Cessna 152. They put the plane on leaseback for training purposes to subsidize their ownership costs. When Bill Law

started his flight school in Rochester, Rainer's leaseback C-152 was one of two planes first operated by the school. Rainer and Mark eventually added a 1975 Cessna 172 to their fleet.

Rainer is quite proud of a moment of aeronautical mentorship. His wife Betsy teaches Sunday school and Rainer once took the pastor's sons for airplane rides. One was so inspired by the experience that he is now an airline pilot.

He also tells a story about how the Cessna 152 once saved his company's bacon. A plant in Edmonton, Canada needed replacement parts within six hours to avoid a shutdown. The fastest way to get there was a commercial flight out of Toronto's Pearson International. But how to get from Rochester to Pearson quickly? Rainer and the company President flew his 152 there. On landing, they had to clear commercial customs at Pearson, the ground handlers utterly baffled by the diminutive two seat airplane that arrived on their ramp among the usual behemoth widebodies. Then the catch: paperwork was needed to clear customs that the pair did not possess. The only way around this problem was a loophole indicating that materials transported by a corporate officer did not require the paperwork. It was a good thing that the company president was along for the ride!

Over time, the leaseback arrangement on the Cessnas (now with the Rochester Air Center) became less financially advantageous. As the sole owner of both aircraft follow-

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Member Spotlight: Rainer Stellrecht by Chris Houston

(Continued from page 6)

Following Mark's passing, Rainer decided that it was time to move to a new airport. Long-time local mechanic Charlie McInerney recommended the Williamson Sodus Airport, which is why Rainer came to SDC and joined the Williamson Flying Club.

Though the Cessna 172 is still based at KSDC, Rainer's Cessna 152 is now living the West Coast lifestyle. He relocated it to Santa Rosa for his use when visiting a house there inherited from his late father-in-law. He flew the 152 solo to Oklahoma, then met an experienced mountain instructor to finish the journey. He and Betsy have enjoyed numerous beautiful flights

up and down the Pacific coast in the 152 on their visits.

Rainer's story is a wonderful example of how chance moments influence the directions our lives take. From an educational mismatch in the right place at the right time that led him to a 40 year professional career in the nascent Computer Science field to the "six + six" flyer that attracted him to aviation to politically-connected friends who helped him along the road to permanent residency (Rainer has since become a US citizen), these seemingly random encounters form the backbone of what we do and who we become. And they make for one heck of a terrific bootstrap story!



Activities Committee 2023 Update by Chris Houston and Dan Probst

The WFC Activities Committee has been in constant operation for a decade. We were founded based on a simple idea: **aviating with others is more fun than aviating alone.** Our goal is to organize aviation related activities to:

- Inspire the membership to meet other members
- Explore new places

- Gain new piloting experiences
- Introduce our students to practical examples of what you can do with a Private Pilot certificate
- Have fun (most importantly)

In this article, we will preview what we have planned in 2023 and describe what we're all about.

The Activities Committee is for Everyone!

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



Activities Committee 2023 Update by Chris Houston and Dan Probst

(Continued from page 7)

on Activities Committee adventures have open seats and those seats are available to other members, 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.

Each event will be announced through the aSoS system and an event coordinator will be listed. 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"?

No! Most events are intended for pilots of all skill levels. Occasional trips to grass strips may require a grass endorsement for members flying club planes, but we will state these limitation clearly.



WFC at the Diamond Aircraft factory, London, ON, May 2022

Cost of Entry

The WFC does not subsidize costs for fly-out events, so all costs are borne by the participants (e.g., meals, admission, Uber/Lyft rides, hotels, aircraft rental, and fuel).

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. These arrangements are between pilots and passengers—the Activities Committee does not regulate this or dictate how pilots use their airplanes. Open communication between pilots and passengers is key.

When, Where, Why, and How?

Events will be described here in the *WFC Flyer* (the back page features a calendar looking out about



WFC enjoying refreshments in London, ON, May 2022.



WFC members in Dayton, OH, May 2022.



The WFC at the National Museum of the USAF, May 2022.



Penn Yan pancake breakfast, July 2022.



In Basin Harbor, VT, July 2022.



Chris Houston, Kim Lasky, Sean Booher, and Scott Lasky posing at Republic Airport with N1185X in July 2022.



Lunch at Sky Acres after flying the NYC skyline, Aug 2022.

Activities Committee 2023 Update by Chris Houston and Dan Probst



At Luray Caverns, July 2022.



The cockpit of the B-29 Superfortress., September 2022.



Midtown Manhattan and the Empire State Building, Aug 2022



Partial group photo of the WFC with Fifi, September 2022.

(Continued from page 8)

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 chronologi-

cally 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)
- Mike Shippers

Coming for 2023

See the sidebar for a list of coming events that include some new destinations for us as well as recurring favorites. We'll highlight event details about 1-2 months ahead of time in upcoming newsletters.

(Continued on page 10)

Planned 2023 Activities Committee Events

Non-Flying Events

- TBD, Annual picnic
- TBD, Annual holiday party
- Jun 10, Tour of ROC ATC facility

Fly-Out Events

- Apr 22, Mid-Atlantic Air Museum (KRDG)
- May 6, Dinner, Runway Bar & Grille, Bradford Regional, PA (KBFD)
- May 27, Niagara Falls & picnic
- Jun 4, Day trip to Block Island, RI (KBID)
- Jun 17, NYC skyline flight w/ lunch after (TBD)
- Jul 1, Lunch at Greene, NY (4N7, turf-only)
- Jul 15, Cleveland, OH (Burke Lakefront, KBKL) to visit waterfront attractions
- Jul 30—Aug 1, 2 night drip to Tangier Island, VA (lunch stop) and visit to First Flight Airport, NC (KFFA)
- Aug 12, Day trip to Put-In Bay, OH (3W2)
- Aug 26, Visit/lunch at [Castle in the Clouds](#), Moultonborough Airport (4MB), NH.
- Sep 2, Gettysburg, PA (W05).
- Sep 16, Lunch at the Red Mill, Basin Harbor, NH (B06, turf-only)
- Sep TBD, Tour of the Lycoming plant, Williamsport, PA (KIPT)
- Oct 7, Lunch in Lake Placid, NY (KLKP), leaf-peeping tour
- Oct 21, Annual fly-in BBQ at Benton, PA (PA40, turf-only)
- Oct 28, Sleepy Hollow, NY via Westchester County (KHPN)

Activities Committee 2023 Update by Chris Houston and Dan Probst

(Continued from page 9)

Mid-Atlantic Air Museum, Apr 22

The MAAM is a nice, medium-sized WWII aircraft museum in Reading, PA (KRDG). Their main claim to fame is ongoing work to restore a rare [Northrup P-61 Black Widow night fighter](#). The MAAM's is one of only four still remaining in the world. MAAM was previously profiled in [Cool Places to Fly \(WFC Flyer, November 2018\)](#). We'll have lunch at [Klinger's at the Airport](#) on



Front quarter of MAAM's P-61 in 2018.

the other side of the field from MAAM. Useful aircraft parking information for MAAM is available [here](#). Contact Mike Abate if you are looking for a ride or have any questions.

Runway Bar & Grille, Bradford Regional Airport (KBFD), May 6

Take an evening flight with the WFC to Bradford, PA to enjoy dinner at one of the best nearby airport diners, the Runway Bar & Grille. Last year, we had 20 people in seven aircraft make the trip and everyone enjoyed a great time and delicious meals, especially the Runway Bar & Grill's famous prime rib! Details will be coming soon from organizer, Gilead Biggie.

In Memoriam: Weston (Wes) Somerville by Bob Fratangelo



We lost a long time Williamson Flying Club Member, Wes Somerville on Sunday March 13, 2023 due to an unexpected ailment. Wes was a huge supporter and contributor to the Williamson Flying Club for 47 years. He did so much for the Club, he was awarded Life Member Status over a decade ago.

Wes, along with Ed Trudeau and Jack Fuller were able to get the Williamson Flying Club on the FAA's list of Reliever Airports, which allowed the Williamson Flying Club to receive funding from the Airport Improvement Project Program managed by the FAA and funded by an excise tax collected on every gallon of aviation fuel sold in the USA. The new runway, taxiway, club house, first row of enclosed hangars, runway lighting, and more were the result of this incredibly successful act. What an accomplishment that we all enjoy and maybe even take for granted as club Members!

Wes was a tremendous personal friend, mentor, and my high school Physics teacher! He and Korky were firm political supporters of my several campaigns for Sodus Town Justice. In high school, Wes was an incredible teacher, not only of Physics, but life itself. His extra credit after school classes were very popular. He made Physics fun

and helped all of his students learn about the natural things in life, how they happened, and why. He encouraged all to be great stewards of life itself, respect each other, help one another, mentor and each other.

One day, I was late to one of his after school sessions. As a senior, I had classes in the morning and the afternoon free. That day, I had a late morning lesson with Vern Tyrrell for a dual cross country to Niagara Falls. We got stuck in our Piper Colt behind a P3 Orion doing its 25 min run up (or whatever it is that they do). I told Vern, "I'm going to be late, do you think we can go around them?" He smiled and said, "No". I arrived to class about 30 min late. My friends knew what I was up to, but I was embarrassed to tell people I was flying – they all looked at me weird like because of it. Vern's only child and daughter, Becky, was also a classmate and student of Wes's. She got her tick-

(Continued on page 11)

In Memoriam: Weston (Wes) Somerville by Bob Fratangelo

(Continued from page 10)

et at 16! Wow, did everyone treat her like she was odd or something! Even she was quiet about it.

So, into class I stroll. "Fratangelo! You're late! What happened?" Mr. Somerville said.

My buddies were laughing. "Uh Sorry Mr. Somerville. I'm late because I had a lesson that ran long".

"What? A class with who? I didn't think there were any other classes in the building this late!"

"Uh with Mr. Tyrrell."

"Who? Who is Mr. Tyrrell!!" Now my friends are really starting to laugh hard.

"He is my flight instructor and our cross country ran long."

"What?! You are flying airplanes?!"

"Yep."

"Come into my office we need to talk!" I thought, oh boy, I'm in for it now.

Wes said "I've always wanted to fly and didn't think I could afford it and yet here you are flying! How long have you been flying?"

Uh, for a couple of years. Becky Tyrrell does too and she has her license."

"What? Becky too?!" Wes went on, "I didn't think I could afford it!"

I said to him what Bob Diver told

me a couple years prior when I asked him the same thing about being able to afford to learn how to fly. "Well, You're working here aren't you?" (I was working at Ray's Mobil pumping gas at the time, surely working as a Physics Teacher paid more than that.)

Well Wes joined the Williamson Flying Club that year, 1976. Soon after, he became our club secretary and remained as Secretary for a couple of decades. He employed common sense the way most people eat. He was extremely intelligent, fair, full of life, loved living life, and loved teaching and flying. A real jewel of our community, our flying club and for his family. He was so much fun to be with, to work with, and of course to learn under. A tremendous, no nonsense mentor. Wes also managed the food cooking portion of our pancake breakfast for almost 4 decades, just recently handing it off to Tim Isbell.

Wes's son and daughter reached out and dropped off a few things for me at the clubhouse. One item was a desk planner from 1976. Inside were the names of pilots who had obtained their ratings at the WFC from the early 1960s to the early 90s, which was roughly when he stepped down as Secretary. He obtained his certificate in 1981, Beck in 1976, and I saw my name in there too in 1984. What a great guy, father and mentor. We will miss him so much and have much to be grateful for as a result of his influence and membership in the Williamson Flying Club! I'd like to think I have a small hand in his membership, but he would

have found out about the club on his own without knowing that two of his Star Students were members at an early age. Becky was one of the smartest kids in our class and I was average - **except** for Physics!

Blue skies, Wes! We will miss you.

I made an open invitation to Wes's son and daughter (and their kids) to go fly! Our most sincere condolences to Wes' family. We will have a card for all to sign at the meeting this Thursday and it will be at the counter in the clubhouse as well.

Bob Fratangelo

- President, Williamson Flying Club
- Proud Soduskan
- Past student of Wes Somerville's 1976 Physics class

Wes's obituary can be found on the [H.S. Norton's Funeral Home](#) site and is reproduced below:

Weston I. Somerville:
8-28-1940 to 3-13-2023

Born in Fayette, NY to Marshall Lewis and Loretta (Sell) Somerville, he graduated from Waterloo High school (1958) and Houghton College (1962) with graduate degrees from Cornell University, Syracuse University and Brockport University.

He and Korleen moved to Sodus, NY in 1965. He taught science, coached and was ultimately High School Principal at Sodus Central

Congratulations!



Another cloud-buster is added to the WFC ranks! Congratulations to John Rubio on earning his Instrument Rating on April 3, 2023! On to the Commercial! (There is no rest for the wicked, John.)

Upcoming WFC and Local Events

Now through April 15	Aerias: Views from 1000 Feet. The aerial photography of WFC member John Griebsch (See Member Spotlight, WFC Flyer, December 2020) is on display now through April 15 at "The Gallery at Axom Home", 661 South Avenue, Rochester, NY.
Apr 22 Saturday	WFC fly-out to the Mid-Atlantic Air Museum at Reading Regional / Carl A Spaatz Field (KRDG). Wheels up at 8:00 am. Plan for lunch afterward at Klinger's at the Airport . aSoS event notice has already been distributed to members. Contact Mike Abate with questions.
Apr 22 Saturday	Fly-in pancake breakfast and FAAST Team safety seminar, Bloomsburg Municipal Airport (N13), Bloomsburg, PA. Breakfast from 8:00 am-11:00 am. Lunch at 11:30 am-2:00 pm. Safety Seminar from 10:30 am-11:30 am.
May 6 Saturday	WFC fly-out for dinner at the Runway Bar & Grille at Bradford Regional Airport (KBFD). Famous for their prime-rib, this outstanding airport restaurant will give members an opportunity for a beautiful evening flight. Time and other details TBD. Backup date: May 5.
May 7 Sunday	Spring Fling Fly-in breakfast / lunch, Rutland Regional Airport (KRUT). Beginning 8:00 am, will run until crowds die down.
May 21 Sunday	Williamson Flying Club Apple Blossom Fly-In Breakfast. We all know about this one already, right? Contact Kim Christian if you do not yet have a volunteer role.
May 27	WFC scenic fly-out over Niagara Falls followed by a picnic. Destination and details TBD.

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

In Memoriam: (Wes) Somerville by Bob Fratangelo

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before retiring in 1994. Weston (Wes) had an ongoing passion for knowledge and learning. He was a hobbyist pilot and was very involved with the Williamson Flying Club for many years. He taught himself to weave Nantucket baskets which are now treasured objects in the homes of several family members.

Survived by his wife of 60 years, Korleen (Roche) Somerville, children Loretta (Dan) Ingersoll and Weston (Erika) Somerville, six grandsons, one granddaughter, five great-grandchildren (and another arriving soon), brothers William (Bonnie), John (Jane), Gary (Linda) and several nieces and nephews.

In keeping with Wes's wishes, there will be no public calling hours. A celebration of his life will be at a later date.

Memorial contributions may be directed to; The Weston Somerville Physics Award at the Sodus Central School, P. O. Box 220, Mill Street, Sodus, NY 14551. Please make check payable to: Sodus Central/Scholarship Foundation, RE: Weston I, Somerville.



Tim Isbell and Wes at the 2022 pancake breakfast.



Sara & Becky Tyrell with Wes at the breakfast.