

# WFC Flyer



Clouds over the Williamson-Sodus Airport (Chris Houston)

## Important Dates:

**General Meeting**  
May 11, 2023  
WFC Clubhouse

**Board Meeting**  
June 1, 2023  
WFC Clubhouse

**General Meeting**  
June 8, 2023  
WFC Clubhouse

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## Williamson Flying Club Newsletter

May 2023

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

Welcome to May!

In a couple of weeks, we will be holding our annual Apple Blossom Pancake Breakfast! This is an "ALL HANDS and bring your family to help" event. The Saturday set up will be on the morning of May 20th. Afterward, we will have a huge luncheon event for all of our members! Then, of course, the big event on Sunday, May 21st. Members can park in the club parking lot Sunday morning until around 0630, then the driveway from 104 will be closed; members will then park with the general public by entering from Centenary Rd. This is our signature public outreach event! The communities of Sodus, Williamson, and all of Wayne County set

their spring calendar watches on this event where they can bring their entire families out to enjoy "Their Airport"! There are 4 generations of families now that do so. This also an event where club members meet, get to know each other, work together, and enjoy the camaraderie of the Williamson Flying Club!



So you there!

Sadly we report that another club member has passed and flown West for a final flight. Jesse Zeck passed away on March 26th. Jesse was one of those Flying Titans of the Williamson Flying Club. He was a flight instructor and commercial pilot who flew freight for Bill Law, spent hours

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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](http://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](mailto:bod@williamsonflyingclub.com)

Medical Advisor: Dr. Pam Tarkington

## Important Pancake Breakfast Dates and Times

### Grill Setup:

Sat, May 13, 9:00 am

### Breakfast Setup:

Sat, May 20, 8:30 am  
Lunch served after-  
ward!

### Pancake Breakfast:

Sun, May 21  
Arrive before 6:30 am  
for access from 104.  
Sign in at clubhouse.

## Aviation Quote

“There are two types of pilots in the world. Recreational pilots and professional ones. A recreational pilot has the option of not going flying for almost any reason. If the plane has even the smallest thing wrong with it or the weather looks a little iffy, he can just say screw it and see a movie instead. But the professional pilot is expected to go flying unless it looks like he might die in the process, and sometimes even then.

— Kerry McCauley in  
“Ferry Pilot: Nine Lives  
over the North Atlantic”

## From the President's Desk by Bob Fratangelo

*(Continued from page 1)*

flying in Alaska, and of course, flew on many adventures with his beloved wife Sandy in their Arrow. I recall Sandy joining the WFC. She was bold, kind, intelligent, engaging, and full of life. She had a great sense of adventure. She and Jesse met at the WFC. They were a perfect match for each other. He was a gentle giant and she an outgoing adventurer. Their relationship blossomed and they were married. They were a model couple and traveled everywhere together – especially in the Arrow.

It seems like yesterday when Jesse came into my hangar one afternoon and announced that he was giving up flying and would be selling his aircraft. He had dementia. I was stunned. His flying exploits were legendary as were his stories. He said Sandy brings him to the airport to let him walk and visit with friends. I told him to stop in any time and I would enjoy flying with him in my machine. We saw Jesse on and off at the airport for a few years with Sandy near by in the car waiting and watching out for him.

Sandy continued to care for him at home. Alzheimer's is a cruel affliction. It took both of their lives. Hopefully, a cure for this cruel disease will be found along with effective treatments for those afflicted with it. Jesse and Sandy are once again back together. I have included both of their obituaries here. They would be pleased that we celebrate their lives by always remembering them for the great life they shared; especially for the Flying Club that brought them together. Blue Skies to them both.

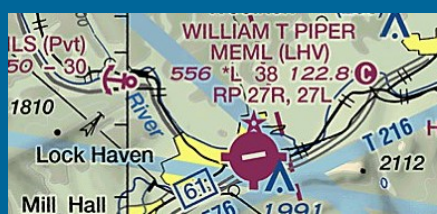


### Jesse Zeck in Remembrance:

Jesse J. Zeck, 81, of Sodus, New York passed away on March 26, 2023 at Strong Memorial Hospital. Jesse was born in Rochester, New York to Jesse J. Zeck and Fannie M. (Harper) Zeck on August 29th, 1941. He graduated from John Marshall High School in 1959 and completed his Electrical Engineering degree at the Rochester Institute of Technology in 1964. He spent most of his career working for Xerox before working at Morgan Stanley and then as a technical consultant for the aerospace industry. Jesse spent many years as a volunteer fireman and medic in Greece and Walworth, New York. Jesse loved flying, fishing and traveling. He spent many summers enjoying the St. Lawrence River with his wife of 38 years, Sandy (Parker) Zeck (previously deceased). He was a member of the St. Maximilian Kolbe Catholic Church. Jesse is survived by his son,

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## Cool Places to Fly: William T Piper Memorial Airport by Chris Houston



### Destination:

William T Piper Memorial Airport (KLHV), Lock Haven, PA

### Distance:

127 nautical miles (direct)

### Why It's Cool:

- Beautiful setting along the Susquehanna River and the ridgelines of central PA.
- Historic home of Piper and location of the Piper Aviation Museum

The William T Piper Memorial Airport in Lock Haven, PA is one of my favorite destinations. Set between the Susquehanna River and a large ridge running eastward to Williamsport, the airport is a beautiful place to visit. It features parallel asphalt (9L-27R) and turf (9R-27L) runways with a right traffic pattern for 27L/R. Hospitality is excellent and the FBO is always happy to run people into town for a meal. [Fox's Market House](#) is quite good.

As a predominantly Piper club, a flight to Lock Haven becomes something of a pilgrimage. It marks a return to the birthplace of the iconic J-3 Cub and the former home of Piper Aircraft that includes a modest, but steadily growing aviation museum focused on Piper's history. Even some of the FBO hangars still possess Pip-

er signage in the red and blue color scheme favored by the company in the 1970s.

### A Brief History of Piper:

The story of Piper Aircraft does not begin with anyone named Piper, but rather Clarence (Gilbert) and Gordon Taylor from Rochester, NY who founded the Taylor Brothers Aircraft Corporation in 1927. Their aircraft was called the "Chummy", a high wing, side-by-side two-seater with a radial engine. An example can be found in the commercial terminal at KROC. Despite its amiable moniker, the prototype killed Gordon Taylor during a demonstration flight at Ford Airport in Dearborn, MI. Gilbert was lured from Rochester to Bradford, PA in 1928 by a group of investors that included oil man William T. Piper, but the pricey Chummy failed to garner sufficient sales during the Great Depression. Piper bought the bankrupt company in 1930 and pressured Gilbert to build simpler aircraft affordable by more people. Gilbert fled his contentious relationship with Bill Piper in 1935

by exiting the company and founding a separate firm called Taylorcraft Aviation. Two years later, Piper rebranded the former Taylor Aircraft to the Piper Aircraft Corporation. Decimation of the Bradford factory by fire in 1937 led Piper to relocate to Lock Haven, PA where an abandoned silk mill already adjacent to an airport offered ample space to build airplanes. Shortly after moving to Lock Haven, Piper produced a refined version of the Taylor J-2 Cub that became the iconic Piper J-3 Cub. Painted yellow for high visibility, the plane was simple, affordable, and pleasant to fly. Piper had a hit on their hands and produced roughly 20,000 of the tube and rag high wing aircraft. It was an airplane for everyone, a Model T of the sky.

A combination of economic downturn and the Susquehanna River overflowing its banks one time too many led Piper to consolidate operations in Vero Beach, FL where it remains to this day. Piper's Lock Haven facility shuttered in 1984. But the company's history remains

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## Cool Places to Fly: William T Piper Memorial Airport by Chris Houston

(Continued from page 3)  
in the form of the [Piper Aviation Museum](#).

### Visiting the Piper Museum:

The museum is located in the former Piper engineering building located on the southwest corner of the airport. If parking on the northeast FBO ramp, the crew there will happily provide a ride to the museum. Visitors can also park directly adjacent to the museum in a paved area just off of taxiway F (see the area circled in red in the aerial photo).

The museum is open 9 am–4 pm Wednesday–Friday, 10 am to 4 pm on Saturday, and noon–4 pm on Sunday. It is closed Monday and Tuesday. Adult admission is \$10. Guided tours are available.

[I recently visited for the first time in ten years.](#) On entering the museum, I was greeted by Ed Watson, whom I met years ago when he was still manager of the airport. A devout aviation enthusiast, Ed led me on a fantastic tour through Pip-

er history.

Did you know that Piper submitted a design for a military trainer in the 1940s? Or that they experimented with an all-fiberglass design in the 1960s? One of a kind examples of both aircraft are restored and on display (the PT-1 and PA-29 Papoose, respectively). The PA-12 Super Cruiser “City of the Angels”, credited as the first light aircraft to circumnavigate the globe in 1947, is also on display (its sister ship, “City of Washington” hangs in the Smithsonian Udvar-Hazy Center). Since my last visit, the museum acquired a Comanche 400 with an impossibly large eight-cylinder Lycoming stuffed into the cowling. An ongoing project is the completion of a replica PA-8 Skycycle, a single engine, single seat, low wing aircraft with a bubble canopy that never went into production.

### Beyond the Museum:

Each year in June, the airport hosts the famous “[Sentimental Journey](#)” fly-in. This popular fly-in attracts vintage Pipers from across the

northeast and beyond. In 2023, Sentimental Journey runs from **Tuesday, June 20 to Saturday, June 24**. On-field (under wing) camping is available at \$20/night. Pancake breakfasts are held twice a year as fundraisers for the fly-in. This year, they are Sunday, **May 7** and Sunday, **September 24** from 8:00 am to noon.

### Tips:

- Check your sectionals! There’s a right traffic pattern for runway(s) 27. Simultaneous parallel runway ops are prohibited.
- The field does not have an ASOS/AWOS, but three clicks on the UNICOM frequency will yield a report on winds and altimeter.
- The terrain between Corning and Lock Haven is heavily wooded, sparsely populated, and unforgiving; it’s a beautiful ride, but plan your route accordingly.
- Full service fuel is usually reasonably priced. It is currently \$5.75/gal.



The Piper Aviation Museum.



Earthrunder PA-12 Super Cruiser “City of the Angels”.



PA-8 Skycycle project.



The fiberglass PA-29 Papoose prototype.



400 horses stuffed into the cowling of a Piper Comanche.



PT-1 Primary Trainer prototype.

## Member Spotlight: Mike Spang by Chris Houston



Member: Mike Spang  
 Ratings: PP-SEL  
 Hours: 380  
 Joined WFC: 2004  
 WFC Role: WFC online store

This month, meet Mike Spang, the man behind the Williamson Flying Club's online store. You may be asking yourself how someone transitions from Biology major to online aviation apparel mogul. Frankly, the road was a convoluted one the involved clinical chemistry instrumentation, a stint in metropolitan Detroit, and the collapse of another flying club.

It is probably cliché to say that Mike was always interested in aviation. He has early memories of seeing his dad board Lockheed Electras for short hops from Buffalo to New York City. As a seventh grader, Mike was devouring books that explained how airplanes fly. He also credits Sky King with inspiring him to look skyward.

As a Biology major at Canisius College, he dipped his toe into the pricey flight training waters by taking introductory flights out of Greater Buffalo International Airport (KBUF) and Buffalo Airfield (9G0), but it was not until transi-

tioning from broke college student to a gainfully employed professional that Mike was able to make meaningful strides toward his (as of yet unrealized) goal of being a member of the Williamson Flying Club.

His salary from managing a clinical chemistry laboratory in Erie, PA made the dream of flight attainable. Mike started lessons in 1984, flying a Cessna 152 out of Erie (KERI). One day, he received a free bonus lesson. Wake turbulence from a C-130 practicing approaches on a crossing runway imparted a real-world lesson on unusual attitude recoveries to Mike and his instructor. Fortunately, both survived this encounter and Mike progressed steadily with dual instruction until the day his instructor uttered those fateful words:

"Pull up to the tower. I'm getting out."

Personally, I would like to see some statistics on student reactions to that moment right before a first solo. For many, this is undoubtedly a moment of triumph. Mike's reaction was something more along the lines of, "Uh oh!". (Mine too, Mike. There are at least two of us.)

Mike's first solo was also his last flight out of Erie. Not because the solo went poorly (there were no C-130s in the area to foul things up that day), but because Mike had accepted a new job selling clinical chemistry equipment for Kodak. After a 12 week training program, Mike was dispatched by the company on a five year stint as a met-

ropolitan Detroit sales rep. Living northwest of Detroit in Brighton, he resumed his training at the New Hudson Airport (Y47), now known as Oakland Southwest Airport. The runway there looked awfully short after flying out of Erie, but fortunately, the Cessna 152 is a decent short field airplane. He earned his Private Pilot certificate there in 1986 and, like many of us, traded up from the two-seat 152 to a roomier 172.

His first passenger was his wife. They launched from New Hudson and flew to Brooks Field (KRMV) for dinner at Schuler's, a well-known restaurant in Marshall, MI. At the time, the restaurant would send a car to the airport to pick up hungry aviators. Obviously, his wife was quite impressed by this glamorous introduction to the aviator lifestyle.

Aviating in Michigan also taught Mike a lesson about being too clever for his own good. He aspired to take his family to the famous [Tulip Festival](#) in Holland, MI. Being cost-conscious, he reasoned that he could avoid festival pricing by arriving the day after it officially ended. After all, the tulips weren't going to simply evaporate overnight, right? The Spangs flew from New Hudson to Tulip City Airport (KBIV, now West Michigan Regional) on a beautiful Sunday morning. Upon landing in the religiously conservative community originally settled by Dutch immigrants, they discovered that taxis did not run on Sundays. The three mile walk to the festival probably undid his wife's goodwill over the successful

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## Member Spotlight: Mike Spang by Chris Houston

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Schuler's run. So much for out-smarting festival pricing!

It was during this time in Michigan that Mike discovered the practical utility of general aviation. While the drive to visit family in Buffalo from Brighton, MI was between five and six hours (depending on route and traffic), a general aviation airplane could shuttle his family of four to Buffalo in a couple of hours. As all parents of young children know, any means of reducing the number of "are we there yet?" questions from the backseat is literally worth its weight in gold. The Spangs made the flight back and forth over Ontario several times during the late 1980s.

Mike shared an amusing aviation story in which he was not PIC, but was inspired by his experience quickly flying his family back and forth between southeast Michigan and western New York. A pathologist in Port Huron, MI was interested in one of the Kodak instruments, but the nearest demo unit was in Rochester, NY. Mike chartered a Cessna 310 to fly himself and the clinician from Port Huron (KPHN) to Rochester for the demo and back in a single day. Mike was very pleased with the successful outcome of this venture despite a rocky start due to the doctor's initial distrust of their hired "lady pilot". Then he received an unexpected reprimand for chartering a plane outside of Kodak company policy. Eventually, the CEO asked a key question: "Did you make the sale?" Once Mike answered in the affirmative, he never heard another word about

the infraction.

Successfully avoiding a career-limiting move with the chartered 310 incident, Mike took on a new role in Kodak as a business research analyst. This involved market research, focus groups, and competitive intelligence for the clinical diagnostics side of the business. Mike relocated his family to Rochester in 1990 for the new role. After the move, he took an eight year hiatus from flying to focus on his family.

In 1998, he joined the Palmyra Flying Club where he flew a Cessna 152, a 172, and was introduced to his first low wing aircraft, a Piper Warrior. If the transition from Erie to New Hudson was striking in terms of runway length, Mike now found himself operating from a short turf runway during the summer. When the Palmyra Airport closed, the club moved to Canandaigua (KIUA). Unfortunately, with insurance rates skyrocketing for leaseback aircraft, the club folded in 2004. The demise of the Palmyra Flying Club brought Mike to the Williamson Flying Club that same year, where he became an active flying member after checking out in the WFC's Warrior with Mike Bjerga.

Mike and his wife still actively fly the WFC aircraft. He reminisces fondly about trips to Alexandria Bay before Maxson Airfield was taken private.

During his time with the WFC, Mike has never missed a pancake breakfast. For many years, Mike was part of the crew that parked

transient aircraft. He particularly enjoyed the quick decisions that the team would make about which visiting planes were deserving of high profile parking places near the fuel farm.

His regular breakfast gig changed when Mike Bjerga put out a call for help selling merchandise. Mike already had experience with early eCommerce from his time supporting Kodak.com and an online photo platform. He developed a SKU system to assist in transitioning sales of WFC swag online. Now he runs the online store, sells merchandise at the pancake breakfast, and operates the breakfast information booth.

For the last 15 years, Mike has played bass in a five piece gospel and blues band called [Light Blue](#). They have played diverse venues from churches to prisons to local restaurants and have been featured at events from the New York State Fair to the Park Avenue Festival to the annual Williamson Flying Club pancake breakfast. As Mike described the band running through drummers recently, I was reminded of that other famous percussion-challenged band, Spinal Tap. However, I have it on good authority that none of [Light Blue's](#) drummers have ever spontaneously combusted.

Much like flying, Mike's interest in music goes back to childhood. As an aspiring drummer, he spent a lot of time banging on cardboard boxes as a kid, but his parents pushed him toward the less cacophonous guitar. After playing in

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## Member Spotlight: Mike Spang by Chris Houston

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garage bands during high school, Mike gravitated partway back to his early interest in the rhythm section by picking up the bass.

So, how does a bass playing biolo-

gist assume control of a flying club's modest eCommerce operation? Well, the only logical answer is that it's complicated. It evidently requires taking long walks to see tulips, bending the rules in order to make a big sale, and flying over

Canada a few times. At least it did for Mike. Your mileage may vary.

## Activities Committee 2023 Update by Chris Houston

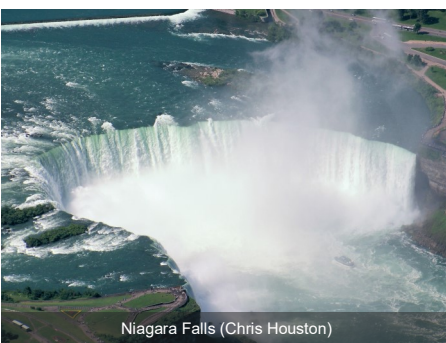
### Recent History

As often happens with planned excursions, our scheduled visit to the Mid-Atlantic Air Museum in Reading, PA in April was scrubbed due to weather. We will look for another opportunity to visit the impressive P-61 Black Widow restoration project.

### Coming Attractions!

Planned activities coming in May and June:

#### May 27, Niagara Falls and Picnic:



Niagara Falls (Chris Houston)



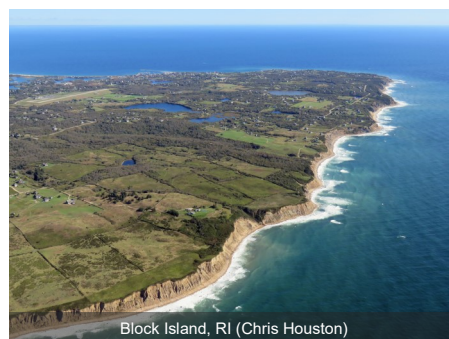
Lower Manhattan (Chris Houston)

The view of Niagara Falls from the air provides a completely different perspective than what ground-bound observers see. A procedure in the Chart Supplement describes the cross-border operation required to sightsee over the falls. For those members who have never done this, this is a wonderful opportunity to either fly along with someone else or receive coaching on how to do it. On the way back from the falls, we'll stop for lunch. Details TBD.

**June 4, Block Island:** Block Island, RI is a beautiful destination off the



Southeast Lighthouse on Block Island (Chris Houston)



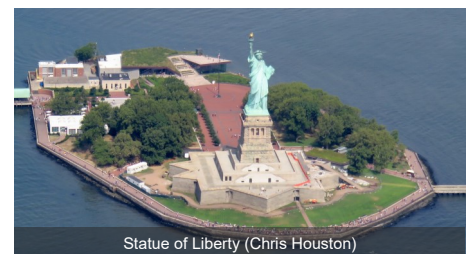
Block Island, RI (Chris Houston)

eastern seaboard. See Cool Places to Fly in the [May 2018 WFC Flyer](#) for more details. We will be planning a day trip to the island. Details TBD.

**June 17, NYC Skyline Flight:** Back by popular demand, we'll be using the published Skyline Route to circumnavigate Manhattan Island. A pilot briefing for pilots unfamiliar with the procedure will be offered before we go. We'll make a stop somewhere in the New York metropolitan area for lunch on the way home. Details TBD.



North Lighthouse on Block Island (Chris Houston)



Statue of Liberty (Chris Houston)

## President's Desk by Bob Fratangelo

Jason; his daughter, Melissa and her husband Andy; his granddaughters, Baylee and Morgan; his brother, Norm and his wife Linda, his nephews Ryan and Sean and many cousins. He is preceded in death by his parents Jesse and Fannie and wife Sandy. Memorial donations may be made to your local Alzheimer's Association or St. Maximilian Kolbe Catholic Church, Sodus, NY.

### Sandy Zeck in Remembrance:

Sodus: Age, 75, of Sodus, New York, passed away February 4th, 2021 at her home. Sandy was born in Watertown, New York to Henry E. Parker and Korleen B. Parker on September 22nd, 1945. She attended Cape Vincent Central School and graduated in June 1964. She furthered her education and graduated from Central City Business Institute, Syracuse, NY in 1965. She worked many years as an Administrative Assistant and retired from Xerox in Rochester, New York.

Sandy loved traveling and flying with her husband of 38 years, Jesse. She earned her pilot license as well. Sandy was an EMT for many years and very active in the ambulance service. She also loved the St. Lawrence River and attended the yearly, Save the River Foundation conferences. She was a Certified Scuba Diver. Her love of her Family and Home lead she and Jesse to a summer residence in Cape Vincent, New York, where they enjoyed many summers and weekends boating, kayaking and swimming on the St. Lawrence River.

Her love of music and singing was expressed by her membership in the Finger Lakes Chorale, her church choir at St. Maximilian Kolbe Catholic Church, Sodus and other musical organizations around the Rochester area. She also volunteered for several years with the Board of Elections, Sodus, NY. She always looked forward to attending and planning many family gatherings over the years.

## Upcoming WFC and Local Events

Sunday May 7	Fly-in pancake breakfast and fundraiser for Sentimental Journey, William T Piper Memorial Airport (LHV), Lock Haven, PA. 8:00 am - noon.
Sunday May 7	Fly-in pancake breakfast, EAA 533 hangar, Elmira-Corning Regional Airport (ELM), 8:00 am—11:00 am.
Sunday May 7	Spring fling fly-in breakfast / lunch, Rutland Regional Airport (KRUT), 8:00 am—2:00 pm.
Saturday May 13	Fly-in pancake breakfast, Wellsville Municipal Airport (ELZ), Wellsville, NY. 8:00 am—noon.
Sunday May 21	WFC Apple Blossom Festival Pancake Breakfast, Williamson Sodus Airport (SDC), 7 am—noon. <i>Everyone is aware of this, right??!</i>
<b>Saturday May 27</b>	<b>WFC Fly-Out for the Niagara Falls Scenic Tour with a picnic following. Details coming soon!</b>
Saturday May 27	Fly-in pancake breakfast, Venango Regional Airport (FKL), Franklin, PA. 9:00 am—noon. Tour the recently restored C-47 Beach City Baby as featured in a recent edition of AOPA Pilot magazine!
Sunday May 28	Fly-in pancake breakfast, Perry-Warsaw Airport (01G), Perry, NY. 8:00 am—noon.
Sunday May 28	Fly-in pancake breakfast, Whitford's Airport (B16), Weedsport, NY. 7:30 am—noon.
Monday May 29	Memorial Day fly-in pancake breakfast, Akron-Jesson Field (9G3), Akron, NY. 8:00 am—noon.
Sat—Sunday June 3-4	Greatest Show on Turf Airshow at the Geneseo Airport (D52), National Warplane Museum, Geneseo, NY. <a href="#">See website for info.</a>
<b>Saturday June 3</b>	<b>Hangar Talk at the Williamson Flying Club: Robert Iekel will be talking about his book about the history of the Frederick Douglass / Greater Rochester International Airport. Expect a seminar time of 11:00 am with lunch following.</b>
<b>Sunday June 4</b>	<b>WFC-Fly-Out to Block Island (KBID). Details coming soon.</b>
Sunday June 4	Fly-in pancake breakfast, EAA 533 hangar, Elmira-Corning Regional Airport (ELM), 8:00 am—11:00 am.
Sat-Mon June 3-5	50th Annual Speculator Seaplane Fly-in. Lake Pleasant (for seaplanes) or Piseco Airport (K09, for land planes). <a href="#">See website for details.</a>
<b>Saturday, June 10</b>	<b>WFC visit to the Rochester ATC facility. 1:00 pm. Details coming soon.</b>
Saturday June 10	EAA Chapter 44 Sport Aviation Open House, Ledgesdale Airport (7G0), Brockport, NY. 10:00 am—4:00 pm. <a href="#">See website for details.</a>
Saturday June 10	Fly-in Airport Community Day, Lt. Warren C Eaton Airport (OIC), Norwich, NY. Breakfast beginning 7:00 am. BBQ chicken beginning 10:30 am. Whiskey-7 and CAF Red Tail Squadron " <a href="#">Rise Above</a> " exhibit.
<b>Saturday June 17</b>	<b>WFC Fly-Out to the Manhattan Skyline! Popular annual event to fly the skyline and enjoy lunch in the NYC metro area (TBD). A great opportunity to get comfortable with busier airspace and fast talking controllers! Details coming, including a pilot briefing.</b>
Tues-Sat June 20-24	Sentimental Journey Fly-In, William T Piper Memorial Airport (LHV), Lock Haven, PA. <a href="#">See website for details including an agenda.</a>
Sat-Sun June 24-25	New York Airshow at the Orange County Municipal Airport (MGJ), Montgomery, NY. <a href="#">See website for details.</a>
Sunday June 25	Fly-in pancake breakfast, Wellsville Municipal Airport (ELZ), Wellsville, NY. 8:00 am—12:30 pm.