

WFC Flyer



Tom Carter brings N1185X in for a landing at Perry Warsaw Airport on 14 June 2020 (Chris Houston)

Important Dates:

General Meeting
July 9, 2020
WFC Maintenance
Hangar

Board Meeting
August 6, 2020
WFC Clubhouse

General Meeting
August 13, 2020
Location TBD

Inside This Issue:

- WFC News (p1)
- New Hangar Update (p2)
- Member Spotlight: Ed Ciolkowski (p3)
- Searey partners (p6)
- Outings: Socially Distant Picnic Lunch (p6)
- Trip Report, Aron Zbick (p7)
- In Memoriam (p8)
- Calendar (p8)

Williamson Flying Club Newsletter

July 2020

WFC News and Reminders

We are working toward holding in-person membership meetings again with our first attempt on Thursday, July 9. For those who cannot attend or are uncomfortable doing so, we will continue distributing meeting summaries by email.

The general meeting will be held in the WFC maintenance hangar with overflow seating available outside (weather permitting). Each member must self assess to make a go / no-go decision. Members should not attend if they are experiencing COVID symptoms, been in contact with someone who has COVID, or travelled to states requiring mandatory self-quarantine (more on that later). Temperatures will be taken upon arrival – no exceptions – and anyone with a temperature above 100.0°F will not be allowed to attend. Each member must be wearing a face mask upon arrival and will sit six feet apart. Please remain seated and

do not move the chairs. Once the meeting begins, it will be acceptable to remove the face mask.

Please remember that social distancing is an important part of this equation. If we cannot maintain social distancing at these meetings, we will have no choice but to discontinue on-site membership meetings until further notice.

If you plan to attend, please RSVP on the [WFC Event Calendar](#) so that we can get an idea of how many members to expect.

As most of you already know, Governor Cuomo issued Executive Order 205 on 25 June 2020 that imposes a 14 day self quarantine restriction for those who have travelled to the following states in the past 14 days:

- Alabama

(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:	Randy Christian	Director, 2018:	Dick Swingly
Vice President:	Brad Roehrig	Director, 2019:	Paula Sippel
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Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

WFC News and Reminders

(Continued from page 1)

- Arkansas
- Arizona
- California
- Florida
- Georgia
- Iowa
- Idaho
- Louisiana
- Mississippi
- Nevada
- North Carolina
- South Carolina
- Tennessee

- Texas
- Utah

Do not fly club aircraft within 14 days of travel to the above-listed states. Moreover, do not fly club aircraft to any of the listed states until further notice.

It is wonderful to see airplanes flying again and training activity returning to the Williamson-Sodus Airport. To maintain this positive forward progress, please continue observing all rules aimed at minimizing the spread of COVID-19. We will all get through this together.

Aviation Quote

"I am alive. Up here with the song of the engine and the air whispering on my face as the sunlight and shadows play upon the banking, wheeling wings, I am completely, vibrantly alive. With the stick in my right hand, the throttle in my left, and the rudder beneath my feet, I can savor that essence from which life is made."

- Stephen Coonts

FLY! A Colorado
Sunrise, a
Stearman,
and a Vision



Progress continues! Most of these photos were taken on June 19 (left, right top). The photo at right, bottom was taken July 2 after the ramp surfaces were paved. Photos by Chris Houston.

Member Profile: Ed Ciolkowski by Chris Houston



Member: Ed Ciolkowski
 Ratings: PP-SEL
 Flight Hours: 330
 WFC Roles: Activities Committee
 Joined WFC: 2016
 Aircraft: PA-28-181 Archer II

[Author's Note: I absolutely love learning about people's aviation origin stories. That is one of the reasons why I so enjoy writing this column. What makes this story different is that I am actually a character in it. That is fitting, though. I first met Ed in 1998 when he played a prominent role in not only setting a direction for my career, but in bringing me to Kalamazoo, MI where I was first inspired to learn to fly. As a result, our aviation origin stories are very much intertwined.]

Whether driven by nature or nurture, it is clear that Ed inherited a love of airplanes and aviation from his father. Even though less-than-perfect eyesight prevented him from pursuing flight training in the military, the senior Ciolkowski never took his gaze from the sky. A special milestone for him came when Ed arranged for him to go

aloft in a beautifully restored 1943 Stearman for his birthday.

On the morning of 31 July 2005, two aircraft roared skyward from the South Haven Area Regional Airport (KLWA) in western Michigan. Aboard the Stearman, Ed's father finally experienced the biplane ride he had dreamed of for decades. The Stearman was piloted by Dave Russell, a friend and colleague of Ed's. Aboard the second plane, a Warrior flown by Chris Houston as a photo ship, Ed rode right seat with camera at the ready. As the Stearman slid into formation off the Warrior's starboard rear quarter, Ed's photographs of the open cockpit biplane captured pure joy in his father's beaming visage.

After the photo shoot, Ed took the controls of the Warrior and smashed bugs for a few minutes before returning to Earth. Though it was not his first time in a light aircraft, it was his first time manipulating the controls. The experience awoke something in Ed's heart. But dreams abide with time when necessitated by a demanding career, raising a family, and a spouse rather unenthusiastic about anything that flew, whether a Cub or a 747. Ed continued to have what he referred to as a "comfortable, but not frequent relationship with aviation."

Four and a half years later, on a cold January day in 2010, Ed arranged to share the joy of aviation with his oldest son, Nick. The aircraft was the same Warrior from South Haven, MI, now located in

Le Roy, NY after both Ed and Chris moved to Rochester in 2006 for jobs at Bausch & Lomb.

During preflight, thirteen year old Nick asked the key question. "Will I get to fly it?"

"That's up to your dad," Chris told him.

Ed gave his son an enthusiastic nod. Behind Nick's stoic, teenaged façade, there was a flash of barely concealed enthusiasm. Ed looked Chris in the eye and said, "I don't know if I told you this story before. When I was Nick's age, my father had a friend with a small airplane who took me for a ride. He offered to let me fly, but I didn't do it. I regretted that for years until I flew with you." Ed's keen desire for Nick to experience something that he himself had let skip by as a boy was a significant sign of Ed's unprofessed love for things that flew.

More time passed. Ed's three sons grew older, he divorced and remarried, he left Bausch & Lomb for another company, and he began regularly attending the Williamson Flying Club's annual Apple Blossom Pancake Breakfast in partial support of his friend Chris who had joined the WFC in 2013. After a fun morning at the breakfast in 2016, Ed's astutely observant wife Stacey commented on his obvious fascination with flight. "Why aren't you taking lessons?" she asked him bluntly. As many pilots know, a supportive spouse can make all of the difference in the world.

(Continued on page 4)

Member Spotlight: Ed Ciolkowski by Chris Houston

(Continued from page 3)

After a token perusal of other area flight training options, Ed saw how cost effective the WFC was, took an introductory flight with Mike Bjerga in June 2016, and joined the club in July.

By chance, he soloed on his 51st birthday and went on to earn his Private Pilot Certificate in September 2017. He had made a goal of finishing his certificate by the end of summer and achieved that with just four hours to spare.

On flying, Ed remarks that the appeal goes beyond being aloft and taking in the legendary pilot's perspective. He also takes joy in the orienteering aspects of navigating from place to place as well as flight planning and developing new skills. From this, he knew that he wanted to fly cross-country trips as he had observed other WFC members doing. A challenge to this goal was properly aligning weather opportunity, club aircraft availability, and work schedule. He realized that owning an aircraft would largely remove one of those variables. "Being a part of the club and seeing that owners weren't all wealthy businessmen," led him to realize that aircraft ownership was

within his grasp.

The search began almost immediately after Ed earned his Private Pilot certificate. Like most first time buyers, he explored multiple options and experienced several false starts. Eventually, he settled on an Archer II as the right first aircraft for him. The challenge with this is that good Archer IIs rarely loiter on the market long. He made a flight in N1185X to Sikorsky Memorial in CT to check out an aircraft that never worked out. Another Archer II was sold out from under him by an owner in Minnesota. Ironically, the new owner of the plane from Minnesota was a friend working for Bausch & Lomb in Tampa, FL who was also chasing Archer IIs.

He found Archer N4344P in Little Rock, AK and managed to lock in a deal before the aircraft was snapped up. A couple owned it for the wife to earn her IFR rating. The husband was an experienced aircraft broker and, though he did not provide brokerage services while selling his own aircraft, Ed remarked on how smoothly and professionally the transaction proceeded.

Ask any aircraft owner about their

Contribute to the Newsletter!

Do you have anything that you want to share with the WFC membership?

- Destinations?
- Favorite flying photos?
- Trip reports?
- Great experiences?
- Opinions?

Submit your photos and stories, to the newsletter by emailing:

Newsletter@williamsonflyingclub.com

most memorable flights and the trip to bring their first aircraft home usually rates at the top of the list. This was certainly true for Ed. The eight hour solo flight to bring Four Four Papa from Little Rock to Sodus was Ed's longest flight to date and presented a myriad of experiences including cross-country flight planning, weather challenges, and the thrill of visiting new airports. One highlight was being cleared through Bravo airspace (Cleveland), a first for him. Ed also reflects on the pleasure of seeing the familiar runway of one's home airport in the windscreen at the end of a long journey.

Additional memorable flights for Ed include last year's [Skyline flight around Manhattan](#) organized by the WFC Activities Committee (of which he is a contributing member), baby steps to mountain flying by visiting Lake Placid, and his recent round robin landings at KEWR, KJFR, and KLGA (see Trip

(Continued on page 5)



Ed's 1984 Piper Archer II



Overnight stop at KRIC between Little Rock, AK and SDC

Member Spotlight: Ed Ciolkowski by Chris Houston

(Continued from page 4)

Report: NYC Flight of Three, [WFC Flyer, June 2020](#)).

Ed highlights the available peer group as an advantage of WFC membership; other aviators who inspire us to do new things. He cites the Activities Committee as motivation for going to new places and getting people to fly together. "Flying is fun, but flying with others is even better," he adds in what should be adopted as the Activities Committee motto.

In addition to the Activities Committee as a motivator to explore new places, Ed has also been active with [Pilots N Paws](#) (see sidebar) an animal rescue service that transports rescued pets to permanent homes using aircraft. Ed describes his first rescue flight from Caldwell, NJ (KCDW) to Niagara Falls (KIAG) and how it forced him to learn the rules of managing Presidential TFRs that he may not otherwise have bothered to learn. He enjoys the opportunity to explore new airports while helping animals in need. He is also intrigued by another organization called [Turtles Fly Too, Inc.](#) that provides a similar service for sea turtles in need of relocation. Someday, he would like to help people in need (e.g., Angel Flight), though an instrument rating is usually required for that kind of service flying.

To that end, Ed hopes to pursue an instrument rating as his next significant aviation learning experience. Not only would it put him on path

to fly missions for organizations like Angel Flight, but it will better enable those cross country trips that he and Stacey would like to make.

Professionally, Ed is the Vice President of CMC Development and Outsourcing for Syner-G Pharma Consulting. He holds a B.S. degree in Chemistry from Wabash College (Crawfordsville, IN) and a Ph.D. in Analytical Chemistry from the University of North Carolina (Chapel Hill, NC). In his role, he uses his experience working at larger pharmaceutical companies to help smaller companies develop treatments for unmet medical needs. He comments that it is nice to have reached a point in his career where he possesses the breadth and depth of experience to be an effective consultant. He has even flown his Archer II to the Syner-G home office in Boston (landing at Minuteman in Stow, MA).

(Continued on page 8)



A happy pup on his way to his forever home

Pilots N Paws



[Pilots N Paws](#) (PNP) is a non-profit organization that describes itself as a "meeting place for volunteers engaged in the valuable services of rescuing, sheltering and adopting animals, and volunteer pilots and plane owners willing to assist with animal transportation."

Volunteers can create a profile on the PNP webpage that includes parameters such as acceptable flight radius. When a new opportunity is created that meets a volunteer pilot's parameters, a notification email is sent. If interested, the pilot can link back to the website for more details. The site serves as an electronic bulletin board to connect volunteer pilots with those needing transport.

Fuel purchases incurred while transporting animals are tax deductible. FBOs will often provide fuel discounts or waive fees for volunteer pilots.

Anyone seeking to give back by helping animals while exploring more of our country by air may find PNP a rewarding way to fly with purpose!

WFC Members Partner in Searey Amphibian by Chris Houston



The new arrival on the south side of KSDC!



Proud owners Jamie (left) and Don (right)

A new aquatic bird has come home to roost at the Williamson Sodus Airport, a 2004 Searey recently purchased by club members Don Henry and Jamie Oliver.

In recent newsletters, we've reported on Jamie's "fifty-five year old dream" of learning to fly and eventually owning an amphibious seaplane (see Member Profile, [WFC Flyer, September 2019](#)) as well as Don Henry's recent acquisition of a seaplane rating ("My SES Adventure", [WFC Flyer, February 2020](#)).

These convergent dreams led the pair to partner up to purchase the Searey.

Don flew the Searey home to the Williamson Sodus Airport on 23-24 June 2020 from Melbourne, FL while averaging about 81 mph the entire way.

Congratulations and best wishes for many fun adventures ahead, gentlemen!

Outings: A Socially Distant Picnic at Perry-Warsaw Airport (01G), 14 June 2020

The call to action was a simple one: grab an airplane, a picnic lunch, and a camp chair to enjoy a socially distanced lunch with fellow members. Have fun, but follow the Board-mandated COVID-19 rules; no arguments, no exceptions. The eighteen people who attended in eight aircraft were a testament to the pent-up demand for this type

of Activities Committee event.

Piseco Airport (K09) was the original destination, but a borderline forecast in the mountains that morning caused us to fly west rather than east. We chose the Perry Warsaw Airport (01G) knowing that there was a grassy picnic area shaded beneath a massive tree

right on the edge of the turf runway. Like Piseco, Perry Warsaw is a generally quiet airport with adequate parking and a relatively small pilot population. It fit the bill for our event perfectly. Dessert was at Ice Cream Island near DSV.

Thanks to Brad Roehrig for suggesting this idea!



WFC aircraft filled the ramp at 01G!



Dawn and Eric Mehserle with N701DT at 01G



Lesly Jean-Louis with Paula and Steve Sippel at DSV



Tom and Alicia Carter with N1185X



Denny Ankrom and Maria at DSV



Chris Houston with Alicia and Tom Carter in N1185X

Trip Report: A Cherokee in the NYC Bravo by Aron Zbick

[Editor's Note: Ed Ciolkowski was not the only WFC member to take advantage of the lull in commercial air travel to fly where GA rarely dares to go (see Trip Report: NYC Flight of Three, [WFC Flyer, June 2020](#)). This month, member Aron Zbick provides his take on flying N9855W for landings at LaGuardia, Newark, and JFK on 21 May 2020. Aron is a student at Embry-Riddle Aeronautical University in Daytona Beach, FL.]

Flying a Piper Cherokee into the "Big Apple" is often unheard of, especially landing at the three major airports, Newark, John F. Kennedy, and Laguardia, all within the same day. However with the heavily reduced traffic into and out of the city due to the Covid-19 pandemic, the chance has become possible. In March, one of my friends from school flew into JFK. Since then, many people have been posting in various groups about their trips to the city.

I posted in one group asking about the practicality of getting into the three airports in a Cherokee. I had some mixed responses, including "reduced traffic includes reduced ATC staffing" but also had three controllers from Newark private message me to say, "Come on in!" Regarding the high landing fees, a few pilots chimed in saying they had made the trip, but were never charged. I contacted the FBOs at each airport to figure out how they charge for landings; however, none of them knew and I was told to contact the Port Authority. I was informed we would only be

charged if we touched down. The published landing fees are \$25 at Newark, \$50 at JFK and \$125 at LGA. The fees change depending on the time of the day. For example, after 1500 local time the fees at JFK jump to \$150. Also, Newark published a NOTAM for no unscheduled flights from midnight to 1000 local.

In April, I contacted Zach Wilkie, a fellow club member, to see if he would be interested in making the trip. We tried to make the trip around the first week of May. Due to marginal weather and conflicting schedules, we had to postpone. The 20-22 of May had a remarkable weather forecast. We decided that the 21st would be the better of the days. With no clouds and low winds, we really couldn't ask for better conditions.

We departed Williamson around 9:00 AM and contacted Syracuse approach to get VFR flight following to Newark. It took a little while for the controller to respond with our request and when he did there was a little bit of a chuckle in his voice, amused to say the least. The flight down was eerily quiet, and at one point we thought we had lost comms because Binghamton Approach did not have a transmission for a good five minutes. Eventually we got handed off to Wilkes-Barre approach. One of the few dilemmas of the trip was figuring out on our initial call whether to pronounce it "Wilkes-Berry" or "Wilkes-Bear". Once again, pretty quiet frequency.

Finally, we were handed off to New York approach from whom we received "Cherokee 55W cleared into the New York class bravo airspace, direct Newark". It was at this moment we knew it was real and we both just laughed.

Approach vectored us behind an Airbus for 4L at EWR. We chose to do full stop taxi backs at each airport. We heard that, depending on traffic, they won't allow stop and goes/touch and goes. It also allowed us to take a minute to brief the next (short but hectic) leg. While we were holding short, a Cessna 172 managed to do a T&G and after we were cleared for take-off we were told to follow the Cessna to the Verrazano Bridge.

In a short, but quick ~20 minute flight from EWR to JFK, we got a fantastic view of the city skyline. I had a GoPro recording a timelapse out of the side window, but unfortunately the battery died before we even got into the city.

JFK gave us 13L, which they made very clear to the Cessna in front of us, repeating "one three LEFT" multiple times. JFK was definitely the top of the three for me. We held short 13L while some arrivals landed. It was awesome to see "Welcome to JFK" on one of the buildings. I just happened to look behind us and an Alaska Airlines A321 with "More to Love" livery had pulled behind us. I'm not 100% sure, but I believe the co pilot was taking a picture of us. I have yet to find it. After we were

(Continued on page 8)

Trip Report: A Cherokee in the NYC Bravo by Aron Zbick

(Continued from page 7)

cleared to takeoff, we were vectored to join the right downwind for runway 4 at LGA. Once again we followed our friend in the Cessna and again performed a full stop taxi back.

Once we departed LGA, we went direct to Sky Acres (44N) a smaller airport on top of a hill about five miles from Poughkeepsie. There was a cafe at the airport; however, it as well as the FBO was closed. You guessed it, no bathrooms! When we landed, there was only one other plane there. By the time we got some pictures, fueled up, and went to depart, there were about five aircraft that stopped in. The best part was that the 100LL was down to \$3.75 a gallon (self serve), which explains the number of planes that stopped there for fuel. After we departed Sky Acres we had VFR flight following back to Williamson Sodus and were completely amazed by the day we just had.

Member Spotlight: Ed Ciolkowski by Chris Houston

(Continued from page 5)

He confesses to being a former golfer, but that flying has not left much time for such ground-based pursuits.

Perhaps most satisfying for Ed is the ability to come full circle. The last time his dad received an airplane ride, it was in Ed's Archer II with Ed at the controls. It does not get much better than that.



Upcoming WFC and Local Events

Saturday July 11	<p>WFC Fly-Out to Penn's Cave (N74) Plan to arrive at 11:45 am. Bring your own lunch and camp chairs for a socially-distanced picnic followed by a boat tour through Penn's Cave! See this link for details. We have a boat reservation for the cave tour at 1:20.</p> <p>Please RSVP on the Event Calendar. If you are interested, but the event is full (limited to 12 participants on the tour), contact Tom Carter.</p>
Saturday and Sunday August 1-2	<p>Bradford County Airport (N27), Towanda, PA COVID Breakout—Fly-in and Ride-Out event. See details at this link.</p>

Items in **boldface** indicate WFC Activities Committee-sponsored events.
Saturday lunches, which normally start in June, are on hold until further notice.

In Memoriam: Aaron Colletti



On 11 June 2020, WFC members Aaron and Jadon Colletti were riding their bikes in Canandaigua when they were struck by a pickup truck. Aaron sustained fatal injuries. Jadon was knocked from his bike, but only suffered minor injuries.

Aaron was a Lieutenant in the Rochester Police Department. A devoted husband, father and dedicated first responder, he will be missed by

all as the community mourns the loss.

Aaron and Jadon joined the Williamson Flying Club in the summer of 2018, Aaron joining primarily to support his son's interest in flying.

Aaron's obituary can be found at this [link](#). Services were held on Friday, 19 June 2020.

The Williamson Flying Club extends deepest sympathies to Jadon and his family on their loss.