

WFC Flyer



On July 16, several members and friends flew to the pristine turf runway at Basin Harbor (B06) for lunch (Dan Probst)

Important Dates:

General Meeting
August 11, 2022
WFC Clubhouse

Board Meeting
September 1, 2022
WFC Clubhouse

General Meeting
September 8, 2022
WFC Clubhouse

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Williamson Flying Club Newsletter

August 2022

From the President's Desk by Bob Fratangelo

Our annual Williamson Flying Club picnic was well attended last weekend! Scott and Kim Lasky worked many hours to provide our main entrees and there were many sides brought by club members and guests who attended! Several members helped set up and take down tables and chairs in the maintenance hangar. We had glorious weather for the picnic as well. The flying events for the picnic had to be delayed to another day because our organizer for that event was unexpectedly ill. So that just gives us another excuse to do another picnic that will include our fun flying events at a later date!

We have four new club membership applicants to vote for this coming Thursday

– please come out so that we can reach a quorum and vote these new members into the club!

Our Treasurer is writing an article this newsletter explaining the need for the \$5.00/month dues increase which will also need to be voted on by the membership at our next membership meeting this Thursday.

Several Club Members have made some fun aviation related adventures this past month – hopefully they will write an article about these adventures for our next upcoming newsletters! [Editor's note: this includes our club President!]

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Williamson Flying Club

Williamson-Sodus Airport (KSDC)
5502 State Route 104
Williamson, NY 14589

Find us on the web at:
www.williamsonflyingclub.com

Board of Directors

President: Bob Fratangelo
Vice President: Scott Lasky
Treasurer: Bob Herloski
Secretary: Paula Sippel

Past President: Randy Christian
Director, 2020: Lesly Jean-Louis
Director, 2021: Dick Swingly
Director, 2022: Gilead Biggie

Contact: bod@williamsonflyingclub.com

Medical Advisor: Dr. Pam Tarkington

“We have four new club membership applicants to vote for this coming Thursday – please come out so that we can reach a quorum and vote these new members into the club! ...the \$5.00/month dues increase which will also need to be voted on by the membership at our next membership meeting this Thursday.”

Aviation Quote

“We who fly do so for the love of flying. We are alive in the air with this miracle that lies in our hands and beneath our feet.”

— Cecil Day Lewis

From the President's Desk by Bob Fratangelo

(Continued from page 1)

We made another fuel purchase and the prior purchase carried us far enough to allow us to make this purchase with a lower fuel cost than we had seen since April. Our pump price is going down a bit and all fuel discounts will be going back to where they were prior to our recent temporary adjustment a few weeks ago. We have weathered the worst of this high fuel market storm and hope fuel prices will continue to trend down.

Cook outs prior to our Club Membership meetings continue with Dave and Julie Lowry cheffing these camaraderie events. A \$5+ donation would be greatly appreciated. This is a good time to bring potential members to meet

the membership prior to the meeting! It is also a great time to come and share some stories with your fellow club members!

Saturday cook outs continue. We are still looking for folks to cook on a Saturday! If you are willing to do a Saturday please let me or Dan Probst know!

Our Activities Committee continues to be very busy with their famous “Fly-Outs”! Great fun! If you are not able to fly yourself and want to join in on one of these “Fly-Outs” Let Dan Probst or Chris Houston know and they will see if they can match you up with a seat!!

Come on out and go flying! See you at the club!

Proposed Dues Increase by Bob Herloski

In reviewing the 2022 budget (including actual revenue and spending through June 2022 and projected budgets through 2026), the Board determined that several actions are needed to ensure we have adequate cash to fully fund our share of FAA and NYSDOT airport projects, and to make needed capital purchases for the airport:

1. Reduce the contribution to the aircraft capital reserves (future aircraft purchases, NOT engine reserves) at the end of 2022 from \$45,000 to \$30,000.
2. Decline to pursue the Jet-A project, but convert that project into other needed airport capital projects. As part of that project conversion, pursue converting the \$13,000 Fuel Master EMV up-

grade (to allow chip card reading at the pumps) to that project, thus having NYS cover most of those costs. Other airport capital needs could also be covered by this converted project.

3. Raise dues for active members by \$5/month, effective August 1 2022, since member dues plus assessments haven't increased since 2008.

To hear more about this proposal and to vote on this issue, please attend the membership meeting scheduled for Thursday, August 11.

Fly-Outs: Long Island, Republic Airport (KFRG), 9 July 2022



Flying over the Catskills en route to Republic



Sean Booher and Chris Houston



CAM: So authentic, the museum contains an actual Long Island pilot — Scott Lasky!



Chris Houston, Kim Lasky, Sean Booher, and Scott Lasky posing at Republic Airport with N1185X



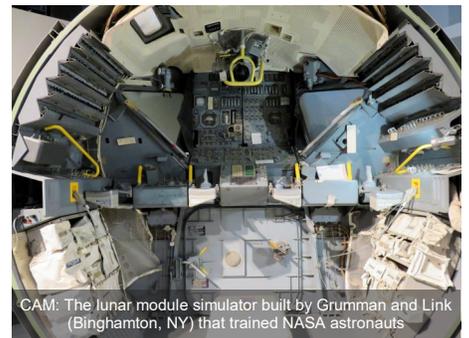
CAM: Grumman F-11 Tiger



CAM: An actual lunar module built by Grumman on Long Island for a scrubbed Apollo mission



Crossing Long Island Sound



CAM: The lunar module simulator built by Grumman and Link (Binghamton, NY) that trained NASA astronauts



AAM: P-51 Mustang and P-40 Warhawk



AAM: P-40 Warhawk in silhouette



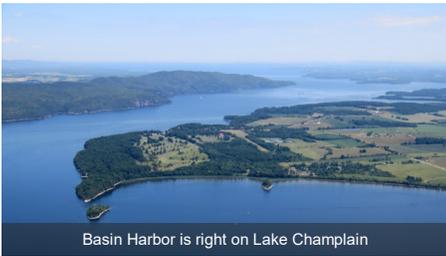
CAM: Remember *Tales of the Gold Monkey*? This is the actual airplane that portrayed *Cutter's Goose*!



CAM: Oldest F-14 Tomcat in existence

On Saturday, July 9, a few members explored the many historical contributions to aviation history made by Long Island, from early flight training to landing men on the moon. They flew to Republic Airport (KFRG) and visited the [American Airpower Museum](#) (AAM) and the [Cradle of Aviation Museum](#) (CAM). It was a fun and enlightening adventure organized by Scott Lasky for the WFC Activities Committee. Thanks to Scott's brother for ground transportation! Photos provided by Chris Houston with more pictures and information available on his [blog](#).

Fly-Outs: Basin Harbor (B06), Vergennes, VT, 16 July 2022



Basin Harbor is right on Lake Champlain



Gilead Biggie lands N1185X on the turf



Ed Ciolkowski on short final for runway 20



Turning base to final for runway 20 at B06



All the planes, right in a row



Dan Probst brings Warrior 816 to the grass.



Lake Champlain, harbor level



Exploring Basin Harbor's waterfront



Gilead's friends, Gilead Biggie, Ed Ciolkowski, Chris and Kristy Houston, Dan Probst.

On July 16, the WFC headed to Basin Harbor, a beautifully maintained turf runway adjacent to the [Red Mill Restaurant](#) where the group had lunch. We had seven people in four airplanes visit this idyllic fly-in destination south of Burlington, VT on the shore of Lake Champlain. Thanks to Gilead Biggie for organizing this trip on behalf of the WFC Activities Committee! Photos by Chris Houston and Dan Probst.

Annual WFC Picnic, 6 August 2022!



Chefs Scott Lasky and Mike Abate



Kim Lasky setting up for lunch



Time to eat!

Our annual club picnic was a great success! Thanks to Scott and Kim Lasky for leading the effort, Mike Abate for his assistance, and all who brought dishes to pass or who helped with set-up! Photos by Bob Fratangelo.

Fly-Outs: Luray Caverns (KLUA), Luray, VA, 23 July 2022



Ed Ciolkowski on final to Luray



Part of the WFC fleet at Luray. Impressive, isn't it?



Paul and Lisa Klingler, Brad Roehrig, Melodie Roehrig, Ed Ciolkowski, Stacey Platzer, Max Heil, and Dan Probst



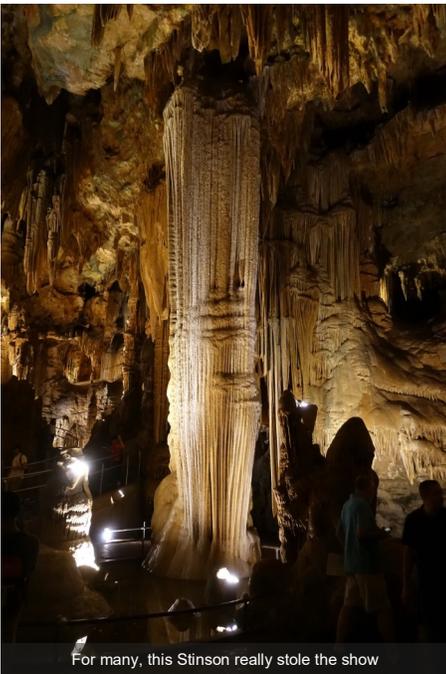
The Heartpine Café at Luray



Descending into the abyss!



Which is reality and which is reflection?



For many, this Stinson really stole the show



First chamber of Luray and some relief from the heat!



Brad Roehrig preps The Cirrus for departure.



A second group photo of actual spelunkers!

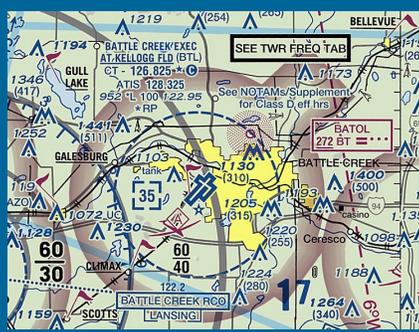


This was Paul and Lisa Klingler's first WFC foray

The WFC Activities Committee strikes again! On July 23, eight people took three airplanes to Luray Caverns Airport (KLUA) to explore the eponymous caverns, reputedly one of the most decorated (in terms of unusual natural formations) in the United States. A great time was had by all! Thanks to Ed Ciolkowski for organizing this excursion and Dan Probst for the photographs!

New members Paul Klingler (with wife Lisa) and Max Heil joined us on their first general aviation adventure! New members and student pilots are always encouraged to join in on any Activities Committee outing. Just let us know that you're looking for a seat and we will try to find one for you!

Cool Places To Fly by Chris Houston



Destination:

Battle Creek Executive at Kellogg Field (KBTM), Battle Creek, MI

Distance:

363 nautical miles (direct)

Why It's Cool:

- WACO Aircraft biplane factory
- Excellent food at the WACO Kitchen

Kellogg Field in Battle Creek, MI has changed its stripes a few times over the years. During World War II, it was a US Army Air Force base, but has since become a joint use facility that supports the Michigan Air National Guard, the large aviation program of Western Michigan University, cargo operations, and a handful of aviation businesses like Duncan Aviation.

Perhaps most interestingly, it is home to [WACO Aircraft](#). WACO ("wah-co") originated in 1920 as the Weaver Aircraft Company of Troy, OH and produced a number of highly successful designs ranging from open cockpit biplanes to elegant cabin cruisers. Although the company was defunct by 1947, the designs live on in both

surviving vintage aircraft and modern variants. In 1986, WACO Classic Aircraft (now WACO Aircraft) began building handcrafted YMF-5 biplanes based on original WACO type certificates from the 1930s in Battle Creek. The open cockpit airplanes are wholly impractical, but they are beautiful works of aeronautical art passionately crafted to evoke aviation's golden age. In some cases, these elegant anachronisms feature glass instrument panels and amphibious floats.

WACO also owns the type certificate for the smaller Great Lakes 2T-1A-2 biplane, which is also built on site.

My first exposure to the modern WACO Aircraft company was in 2004 when my flying mentor purchased a Stearman from them. The Stearman's previous owner had traded the beautifully restored 1941 military trainer in *partial* compensation for a brand new WACO YMF-5. On our visit to WACO, we received a tour of the relatively small facility where these gorgeous airplanes were produced and it seemed a little cramped. WACO has clearly flourished since and now occupies an entire campus of large hangars at the Battle Creek Executive Airport that includes FBO Centennial Aircraft Services and a self-serve fuel farm that usually undercuts the full service fuel price from nearby Duncan Aviation.

In 2021, [WACO Kitchen](#) opened as an affordable, farm-to-table restaurant in the WACO facility. As profiled by [AOPA in January of 2021](#),

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Author's Warrior on the WACO ramp (looking NE)



Author's Warrior on the WACO ramp (looking SE)



A WACO biplane in front of WACO Kitchen (2nd Floor)



A 2007 WACO biplane back for maintenance



A beautiful 2000 WACO YMF-5C in Battle Creek

Cool Places To Fly by Chris Houston

(Continued from page 6)

the second floor restaurant gives a commanding view of the ramp as well as windows into the hangars where WACO's handcrafted beauties are born. The food is excellent and the menu features a rotating selection of seasonal meals with the "WACO Taco" being a signature dish. I have visited three times (most recently, August 8, 2022, i.e., yesterday) and have had an excellent experience each time.

With the success of the Battle Creek WACO Kitchen, the company opened a second restaurant in Lakeland, FL (home to Sun 'n' Fun) just this month.

While I realize that 363 nautical miles is a long haul for a taco, if you ever find yourself in the south-central portion of the Mitten, WACO Kitchen is definitely worth a visit. You should see some gorgeous biplanes while you're at it! And, if in the area, make the 14 mile hop southwest to Kalamazoo (KAZO) and visit the [Air Zoo](#) (see [Cool Places To Fly, August 2019.](#))

[Author's comment: As I wrote this, I belatedly realized that I should have published it *before* Oshkosh. KBTL is a reasonable stopping point between KSDC and KOSH. Maybe keep it in mind for 2023?]

Tips:

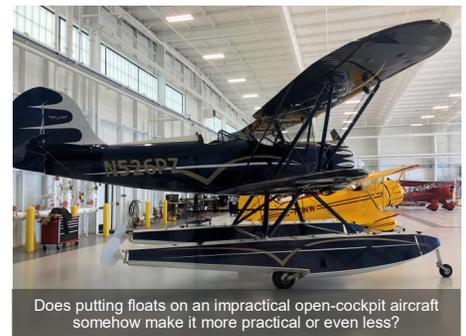
- WACO is associated with the Centennial Aircraft Services FBO, offering self-service fuel on the WACO ramp (\$6.99/gal), which is competitive with Duncan Aviation (\$7.34/gal).
- WACO is located on the "Center General Aviation Apron" as depicted on the FAA taxi diagram, off taxiway C between B and D.
- Western Michigan University's massive aviation program is based here. On nice days, expect the airport to be buzzing with students flying Cirrus SR-20s with "WMU" tail numbers.
- With Battle Creek's 10,000' of runway, those departing WACO are often offered intersection departures from 23R at B.



Good food for the whole family at WACO Kitchen!

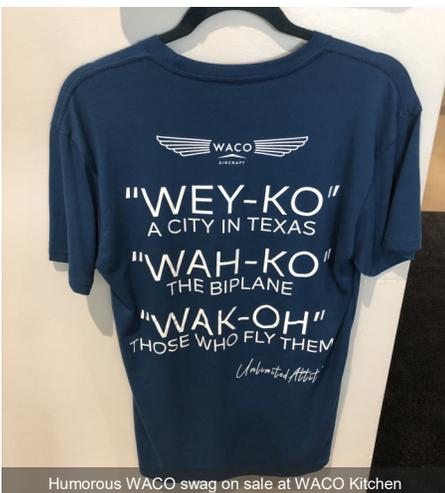


The Junkers hiding in the hangar caught my eye



Does putting floats on an impractical open-cockpit aircraft somehow make it more practical or even less?

A Triumphant Return! (Mostly)



Humorous WACO swag on sale at WACO Kitchen



After all those miles, the Cessna 150s were thirsty! Photo by Chris Houston

WFC members Dave Lowry and Bob Fratangelo were spotted on July 24th returning to KSDC from the annual [Cessna 150-152 Fly-In](#) in Clinton, IA, the so-called "Confab in the Corn". (591 nm, direct!) Um...guys? Are you missing someone? Bob Robideau had a more "interesting" journey home.

Member Spotlight: Sean Boher by Chris Houston



Member: Sean Boher
 Ratings: PP-SEL
 Hours: 125
 Joined WFC: 2021

Pilot certificates are relatively rare and tenacity is one of the attributes that distinguishes many of those who hold one from those who do not. WFC member Sean Boher exemplifies a quality that many pilots have leveraged to achieve what so few people in the general population have managed.

When asked about what originally piqued their interest in flying, many pilots have a story about a moment in time, a specific airplane, or maybe an influential mentor. Sean does not have one of these specific origin stories; to the best of his knowledge, he was “born with the itch.” He mentions that he has always been excited about being on aircraft. Starting when he was roughly five years old, Sean has become an experienced air traveler. Even after US Airways delivered a nine year old Sean to the wrong commercial airport, stranding him away from fam-

ily for hours, Sean’s enthusiasm for aeronautical endeavors developed unabated.

Although Sean cannot point to a specific moment when he was bit by the flying bug, his quest for the sky had an important catalyst: his wife Jessica. When Sean explained to her that he had always wanted to fly, she supported his aspiration.

To that end, Sean began flying a Skyhawk with Roger Tones at M&S Air Service out of Canandaigua in August of 2014. He had many interruptions — often financial — in the process. But here is where Sean’s tenacity carried him through. Even after a two year hiatus, Sean came back to it. Even when his first rusty steep turn after a couple of years prompted Tones to say, “Yeah, we’ve got a lot of work to do,” Sean kept with it.

On top of that, some of us experienced anxiety as students. [Author’s note: like yours truly.] As a post-solo student, Sean understood that the true skill in flying is not the physical manipulation of the controls, but working through a myriad of decisions to achieve a positive outcome as Pilot in Command. In the run up to his solo cross country flights, he became gripped by a fear that he would not make all the right decisions required to complete a successful cross country flight. But he worked through that fear and, on his long solo cross country flight, everything clicked. He realized that he knew what to do and how to go about it. In the absence of such tenaciousness, Sean may have hung up his headset and stepped away from

flying. Instead, he worked through the irrational anxiety and achieved his goal.

Sean earned his private pilot certificate on October 2, 2021 — just over seven years after his first lesson. Tenacity.

After achieving his certificate, Sean was in search of greater freedom in flying. Cody Murphy, a former WFC member who now flies for the airlines, highly recommended the WFC. Sean joined in November 2021, literally right after earning his private pilot certificate. By December of 2021, he was already working with CFI Mike Bebernitz on transitioning from a Skyhawks to Cherokees. He confesses to a particular fondness for N701DT, the airplane he was flying the day he truly became comfortable flying a low winged Piper.

Sean is enjoying the WFC so far. He reports that everyone has been friendly, he enjoys the freedom of renting our well-maintained aircraft, and has participated in a few club events such as the New Member luncheon on 26 March 2022 and participating in the Activities Committee fly-out to Long Island (see page 3). For the future, Sean anticipates exploring an instrument rating.

Flying is his only real pastime outside of work and family. Sean and Jessica have two young children that keep them very busy. Sean has worked as a certified EMT since 2009. What he originally intended as a volunteer opportunity became a career that drew him in.

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Sean Booher by Chris Houston

(Continued from page 8)

He has been with Perinton Ambulance for the last 11 years. Sean was drawn into his career by a desire to help people, but has remained there because he values the close collaboration with colleagues necessary for navigating the intense moments that his work demands. He describes it as a “closeness that has to happen in order to work well together”. One particularly profound example of this is that he met his wife when she was a volunteer EMT.

If you see Sean around the club, be sure to say hello. He is a friendly and enthusiastic member who enjoying what the WFC has to offer. And why not? After a multiyear odyssey to reach the sky, Sean has achieved what so few people even attempt. That kind of tenacity is a bond that connects all of us and brings us the greatest reward of all: the sky.

Sightings by Chris Houston



While waiting out some bad weather at La Crosse Regional Airport (KLSE) on August 8, I was tied down beside the next [AOPA sweeps air-plane](#), a recently unveiled stock Cessna 170. AOPA Pilot editor Kollin Stagnito took to the sky just before we did. Now that I've seen the “before”, I'm looking forward to the “after”!

Upcoming WFC and Local Events

Sunday August 14	Fly-in pancake breakfast, Oswego County Airport [FZY], 7:30 am to 11:00 am. EAA 486.
Thursday– Sunday August 18-21	FLY THE FORD TRI-MOTOR! Ledgesdale Airport [7G0], Brockport, NY EAA Chapter 44 is hosting a visit by the legendary Ford Tri-Motor! Experience the thrill of riding on one of the few remaining examples of this historic aircraft. Make your reservation early, this is sure to be very popular and will likely sell out fast! Rides available Thursday from 2:00 pm - 5:00 pm and Friday through Sunday from 9:00 am - 5:00 pm. For more information please contact Norm Isler at (585) 729-4024 or visit Fly The Ford
Saturday August 20	WFC Fly-Out: NYC Skyline Tour! Will stop for lunch afterward. Invitations already sent to club members – please RSVP! Rain date: August 21.
Saturday August 20	Fly-in pancake breakfast, Cooperstown-Westville Airport (K23), Cooperstown, NY. 7:30 am–11:30 am. Field is turf only.
Sunday August 21	Hot Dog Day! Bethany Airpark [8NK4], Noon–5:00 pm. Turf only. Serving at 1:00, hot dogs, roll, soft drinks provided. Please bring a dish to pass.
Thursday– Sunday August 25–28	FLY THE FORD TRI-MOTOR! Oswego County Airport [FZY], Fulton, NY. Rides available Thursday from 2:00 pm - 5:00 pm and Friday through Sunday from 9:00 am - 5:00 pm. For more information and reservations, call (877) 952-5395 or visit Fly The Ford
Saturday August 27	WFC Fly-Out to Eagles Mere Aviation Museum [40PN]. Details coming.
Saturday August 27	Fly-in pancake breakfast, Piseco Airport (K09), Piseco, NY. Speculator Lions Club. 8:00 am–11:00 am.
Saturday September 3	WFC Fly-Out/Drive-Out to Niagara Falls International Airport (KIAG) to the Commemorative Airforce Air Power History Tour featuring B-29 Fifi, B-24 Liberator Diamond Lil, and more! Details coming.
Sunday September 4	Fly-in pancake breakfast, Elmira-Corning Regional Airport (KELM). EAA 533 ramp. 8:00 am–11:00 am. If you taxi directly to the EAA ramp, no ramp fees will be collected.
Monday September 5 Labor Day	Fly-in pancake breakfast, Re-Dun Field [NK17], Reading Center, NY. Check out the “Awe-Ja-Magic” automatic pancake maker! This is always a fun destination, featuring a 20' wide paved runway.
Saturday September 10	Fly-in pancake breakfast, Kline Kill Airport (NY1), West Ghent, NY, 8:00 am–11:00 am. Turf only. About 5 miles NE of Columbia County Airport (1B1).
Sunday September 11	WFC Fly-Out to Old Rhinebeck Aerodrome for the WWI dog fight airshow. Will land at Kingston-Ulster Airport (20N) and Uber/Lyft to Old Rhinebeck. More details coming.
Saturday September 17	Fly-in pancake breakfast, Cooperstown-Westville Airport (K23), Cooperstown, NY. 7:30 am–11:30 am. Field is turf only.
Saturday October 1	WFC Fly-Out to Lake Placid. Rain date, October 8. Details coming.
Sunday October 2	Fly-in pancake breakfast, Elmira-Corning Regional Airport (KELM). EAA 533 ramp. 8:00 am–11:00 am. If you taxi directly to the EAA ramp, no ramp fees will be collected.
Saturday October 15	WFC fly-out to Benton Airport [PA40] for the annual “Fly In and Pig Out” BBQ. Details coming soon. See the WFC Flyer, December 2019 issue, “Cool Places To Fly” article for more information about this annual event. Benton is 2200' long turf runway. Grass check-out required to fly a WFC aircraft there.

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