



The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

JAN 2010

Important Dates:

General Meeting

Jan, 14, 2010
7:00 PM, Clubhouse

Board Meeting

Feb. 4, 2010
7:00 PM, Clubhouse



(Photo: Dara Brown)

Ryan Flanigan's trip to NYC

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Paper Pilot Certificates Not Valid Af- ter Mar. 31, 2010

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From the President by Joe Ebert

In 2009, club members flew 1,283 hours in club aircraft. That's an increase of *four hundred and ten hours* over the 2008 total of 872 hours flown. In the last decade, only 2003 had more flying hours. The increase that can be attributed to a few factors, including the lower hourly rental rates, the addition of a fifth aircraft to meet X-C missions, and the increase in student pilots we've had in the last year or so. My challenge to the club members is to fly 1,400 hours in 2010.

Ideas from Other Flying Clubs

Recently, several WFC board members and committee chairs met with the Penn Yan Flying Club and F.L.A.P.S., (from the Finger Lakes airport) to talk about issues facing our clubs. About 20 folks from both clubs spent a few hours talking about the challenges we are facing. At a future club meeting, a presentation to the membership may foster discussion about ideas that were generated, and how these ideas

might help us meet some of the challenges we are facing.

Airport Master Plan

We are beginning the process of updating our Airport's Master Plan, which will outline and define the growth of the airport's infrastructure over the next ten years or so. This process will offer us the opportunity to evaluate what we are as an airport, determine where we want to be some years in the future, and then chart a course toward our goals.

As we deliberate these things, I would like to invite the members to provide input and opinions into the process. As our Master Plan is revised, there will be opportunities to share our ideas with the club. I look forward to this process and am eager to hear member's opinions of opportunities we may have for the future.

Oh, and Happy New Year!

Elections at the February General Meeting

Elections, held at our February General Meeting, require candidates for office. The Nominating Committee will provide a collection of candidates for the offices that are open for election.

This year's nominating committee members are Dr. Pam Tarkington and Bob Robideau. If you are interested in running for a club office, contact either Pam or Bob.

Club members are allowed to nominate qualified Active or Permanent Members for any office. Additional qualifications require that a person nominated must have attended at least 6 General Meetings in the previous Year (February through January). Nominations for office will come from the floor at the January Meeting. The following Active and Permanent Mem-



bers qualify as of the printing of this newsletter: Dennis Ankrom, Bill Bach, Michael Bebernitz, Doug Brean, Randy Christian, Jake DeGroot, Joe Ebert, Ron Foti, Jack Fuller, Thomas Henderson, Robert Herloski, Chris Karpenko, Joseph Kasprzycki, Doc Malchoff, Michael Malec, Rick McCutchan, Eric Mehserle, Lance Merritt, Steve Murray, Jim O'Donnell, Bob Robideau, Mark Rynearson, Corky Schoeneman, Dennis Shaw, Michael Shippers, Duane Sims, Gary Stevens, James Swan, Pam Tarkington, Jim Wilkins, Archie Woodworth and Jesse Zeck.

The following members have attended at least 5 meetings Buck Allen, Glenn Baris, Rich Doyle, Frances England, Floyd Johnson, Jim Markovitz, Mike Pierce and Marv Stewart

Paper Pilot Certificates Not Valid After March 31

Pilots have until March 31, 2010 to replace their paper certificate with a tamper resistant plastic certificate. After the March 31 deadline, pilots will not be able to exercise their privileges without a plastic certificate.

Plastic certificates can be order online for a \$2 fee.

If your Social Security number is your pilot certificate number you can have your SSN removed and new certificates issued at no charge

There are two ways to obtain a replacement certificate:

1. Apply online at this link

http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/

2. Apply by mail

You can fill out a paper form and mail it to the Airman Certification Branch. There is a \$2.00 fee for each certificate. We have a copy of the form in the club office or you can get it online here: http://www.faa.gov/licenses_certificates/airmen_certification/media/8060-56.pdf

I chose to use the online option. It took me just a few minutes to create an account with FAA Certification Services and request a replacement certificate. You do need to have:

- Pilot Certificate Number
- Drivers License Number (assuming you're using a driver's license as the required photo ID)
- Credit Card: VISA, MasterCard etc.

The FAA certification site says to allow 7-10 days for online processing and 4 to 6 weeks for mail processing.



The Empire State Building ... ABOVE US ...



Flying over Lady Liberty ...



About to enter the VFR corridor down the Hudson

Next Stop: NYC by Ryan Flanigan, Photos by Dara Brown

"Cherokee 1185X, Teterboro Tower, Clear to land runway 19, you'll be following a Citation on Final." Just a few minutes after those words, I proceeded to make one of the ugliest landings of my short flying career on runway 19 at KTEB (hey - not every story can have an amazing ending!). It was one of those things I dreamed about while doing touch-and-goes at SDC, and last September I had the opportunity to transit one of the busiest airspaces in the world and land among the big iron. After sharing some pictures of the trip with club members, I was asked if I could write a short piece about the trip.

My trip actually began a few weeks before with the the flight with preflight planning. Though I had some experience in Class B airspace, a trip to NYC was a bit different in my mind. I picked up a new sectional as well as a NYC TAC (the new and excellent Jeppesen VFR+GPS kind) and planned my route. Armed with my maps, an airport diagram (from www.AirNav.com), a meticulous flight plan (thank you, Mike Bjerga) and just a little bit of nerve, I was wheels up on a beautiful fall day at about 14:00 local from KSDC.

Next Stop: NYC From PAGE 3

My first destination was a short stop at Wings Field (KLOM) outside of Philadelphia to pickup my photographer/girlfriend for the short hop (~40 minutes) to NYC. I had chosen to land at KTEB primarily because of its proximity to the city, but -- equally importantly -- because there was a FBO on the field that waived the \$50/night parking charge for each 15 gal fuel purchase (Meridian - and this information and a LOT more is all on www.airnav.com, by the way). After departing KLOM, opening my flight plan, obtaining flight following and subsequent clearance into PHL Class B I was on my way into NYC at 115kts and 3,500 feet. Flight following was excellent on my trip down to LOM, the great service continued on the way to NYC. The lone hiccup occurred when PHL Center was unable to arrange an "automatic" handoff to NYC Approach. However, in the next breath they helpfully provided the appropriate frequency and a quick radio call to NY Approach got my flight following right back! Before long, Trenton and Princeton, NJ slid by underneath 1185X's belly. Though my "personal" flight plan was more or less a "straight line" from KLOM to KTEB, once I got into NYC Class B the controllers had slightly different plans for us! Even though I was VFR flight following, NYC Class B I was directed around much like an IFR flight would be. All of that meticulous flight planning went out the window as they routed me north around Morristown and Essex County. Though before long, I was cleared to turn east direct towards KTEB. As I approached the KTEB from the west, I was asked to follow a Citation X on a long final approach. Though I found the Citation as he passed at my 12 o'clock, for some strange reason 1185X just couldn't quite keep up! Nonetheless, he quickly became "no factor" and I followed his track towards the airport. Shortly thereafter, I was on final myself and quickly found myself making the aforementioned ugly landing on runway 19. Even though we were the lone prop plane on the tarmac among big, expensive Gulfstreams, Citations and Falcons, we were treated like arriving celebrities as our bags were unloaded and we were taken to the terminal via golf cart! Ground transportation from KTEB to the city is made easy by a nearby train station, and Meridian

can provide you with a ride upon request!

While the city was a lot of fun and my cousin's wedding was beautiful, the most amazing FLYING part of the trip was undoubtedly leaving NYC. I had thoroughly researched and marked up my maps with the landmarks for the (now infamous) "Hudson River VFR Corridor." It certainly seemed like an amazing way to see the city by air. Though my erstwhile copilot was a bit nervous about it given last year's publicity, we compromised. After holding short for about 20 minutes and watching an endless stream of Sunday afternoon business jets returning to NYC, we were finally cleared for takeoff again on Runway 19. Remembering my wake turbulence rules, we took off a bit down the runway and shortly thereafter I was instructed to turn east towards the river and climb to 1,300 feet. Instead of running the pure "VFR corridor" I was placed slightly above it and turned over to Newark tower where the controller called out traffic to all parties over the Hudson -- and there was a lot of traffic! It was, however, an amazing way to go out. We passed one landmark after the next -- the U.S.S. Intrepid, Ground Zero, the financial district, the Statue of Liberty. Our flight level was actually took us below the top of the Empire State Building! After taking some great pictures, we exited the corridor over the Verazano Narrows Bridge and headed south towards the Colts Neck VOR and onward for the short hop back to KLOM (where a much better landing ensued), finally concluding with the longer trek back to SDC.

It was a fantastic trip, and one of those experiences that reminded me why I wanted to get my certificate in the first place. Though the trip required some help from the weather and a good bit of pre-planning, the payoff was a smooth and memorable flight to a unique and busy airport. If you've ever dreamed of this or a similar flight, my advice is plan it and do it! I found everyone from the controllers to the FBO personnel to all be helpful, professional and welcoming even to us "little piston" fliers. It was a unique way to travel to the Big Apple and something I hope to do again soon. If you have more comments or questions please feel free to drop me a line - I'd be happy to help out as I can! (rflanigan@gmail.com)

Ryan's story and the accompanying photographs are a great addition to this month's newsletter and an inspiration for us to take full advantage of our pilot certificates and our aircraft.

If you have a travel story, destination or a photo that you would like to share with the club, please let me know.

Thanks,

Bob Robideau