WFC Flyer

Tom C, Jamie O, Mike M in N9855W departing Williamsport, PA (KIPT), photo by Chris Houston

Williamson Flying Club   July 2017

Activities Committee Update

Mike Bebernitz lands One Delta Tango during the spot landing contest. Photo by Tom Carter.

With the summer flying season well under way, WFC members have been taking advantage of the excellent weather to do what they do best: aviate.

On June 24, two aircraft and five WFC members flew to Williamsport Regional Airport (KIPT) in Williamsport, PA for breakfast at Cloud 9. Just ask Mike Malec: their Chesapeake Frittata is amazing!

July 8 was the annual summer picnic which concluded with the traditional flour bombing and spot landing contest. Mike Bebernitz was the pilot to beat this year, having achieved the best score in 2016. Who won this year's contest? The winning team will be announced at the July membership meeting and we'll give a full report in the August newsletter.

Activities Committee Update

Looking forward, the Activities Committee is planning another movie night

on the airport ramp for the evening of Saturday, August 12. Watch your

email for details. The committee will also be organizing a number of fly-outs throughout the summer ending in an

outing to Lake Placid in late September or early October (weather permitting).

Tony Alesci has been organizing weekly lunches on Saturdays at noon. If you have not attended yet, consider coming out to see what Chef Tony

has prepared! Lunches will continue on a weekly basis through the end of October, culminating

with an end of season deep-fried turkey lunch!

This Month in WFC History submitted by Joe Ebert

"On July 23, 1991, US Congressman Frank Horton intervened on behalf of the Williamson-Sodus Airport, which was facing hard times, and was able to have the airport designated as a "Reliever" airport for the Greater Rochester International Airport. Transient aircraft and non-club members were always welcome and made use of the airport and its facilities. The Reliever designation placed a larger emphasis on the "public use" aspect of the airport. The reliever status also made the airport eligible for federal and state funding. It was this designation that gave the Williamson Flying Club, Inc., a private organization, the unique responsibility of overseeing and maintaining a segment of the federal and state transportation system."

From: Weston Somerville and Abraham J. DeGroote, *History of the Williamson Flying Club, Inc.,* 2006

Cool Places to Fly by Chris Houston

Flying to Canada, Part 2

Last month, I featured Billy Bishop Toronto City Airport, CYTZ (link). In keeping with the name of this column, it was a very cool place to fly!

This month, I wanted to explore the requirements for flying a private aircraft from the United States to Canada (and, hopefully, back again).

Fans of Douglas Adam's *Hitchhiker's Guide to the Galaxy* books will recall that, when exploring the galaxy, it is essential to bring your towel. I'll offer a corollary for the private pilot flying outside United States borders: bring your wallet.

This is not meant to be a cynical statement, but it is a dose of reality. I'm very glad that we undertook our first flight to Canada and I am eagerly anticipating opportunities to return. In fact, we will be flying to Montreal in July.

But there are some bureaucratic items that must be managed. My goal with this article is to provide an overview on how the system currently works.

Preparation

As with all flying endeavors, pre-flight preparation is key to a successful outcome. Do your research. For instance, AOPA has a nice resource page on flying to Canada.

Before you undertake an international flight, you will need:

- Passports: $110 / person
- FCC Radio Station License

($170) and Restricted Radio-telephone Operators Permit ($65)

These are required by the FCC any time you operate your radio outside of US borders. Operator's permits are valid for the life of the pilot. Radio Station Licenses have a 10 year shelf life. Are these documents really necessary or value added? It is difficult to say. Most veterans of GA cross border flights will tell you that they have never been asked for them. Why the FCC can charge pilots to operate their radios in another country's airspace is completely beyond me.

- CBP decal

This decal is placed on the outside of the aircraft within 18 inches of the egress door and must be visible when the door is open. It costs $27.50, is valid for a year, and covers US customs user fees. Our sticker arrived within two weeks of ordering.

- Canadian charts and information

This includes the Canada Flight Supplement (similar to the US Chart Supplement or A/FD), VNC charts (Canadian sectionals), and Canada Air Pilot (IFR approach plates and airport diagrams).

Alternatively, Canadian publications are available in ForeFlight for a $100 annual subscription fee. Based on the number of publications that I wanted for my two planned trips in 2017, the ForeFlight Canada subscription was the most cost-effective option.

The Toronto skyline, photo by Kristy Houston

- Create an eAPIS account

eAPIS or, the "Electronic Advance Passenger Information System" creates and submits passenger manifests to US Customs and Border Protection for outgoing and incoming international flights.

- Panel mount GPS database upgrades as necessary.

I updated my database grudgingly. It was expensive, but I wanted the ability to fly instrument approaches into Billy Bishop (I almost had to, but the weather lifted before we arrived). Even radio-based approaches like the ILS required DME (which I don't have) or a GPS. For those who are VFR only, this upgrade is not worth the effort compared to a ForeFlight update.

- Verify that your aircraft insur-

Cool Places to Fly by Chris Houston

ance provides coverage in Canada.

- Verify cell service and credit card use in Canada with service providers.

Sure, this has nothing to do with flying, but your cell phone is your lifeline to customs. Also, it's never any fun when your credit card company rejects a charge because it is "suspicious" by virtue of originating in Canada.

Before Departure for Canada

Your first landing in Canada must be at an Airport of Entry (AOE, as noted on FAA sectionals) where customs services are available.

- Locate a suitable Canadian AOE and verify operational hours of customs there.
- Notify Canadian customs at least two hours but no more than 48 hours prior to arrival: 1-888-226-7277 (1-888-CANPASS).

Though I could find no official statement on the matter, your ETA should be accurate to +/- 15 minutes per the Canadian customs officer I spoke with.

- File eAPIS departure manifest no less than 1 hour prior to departure.

There is no limit to how long in advance these can be filed, but it is best to wait until flight details are solidified. The system is a bit clunky, so leave yourself plenty of time to fill everything out the first time. Save the confirmation email and verify that your flight is cleared.

See this guide to fill out APIS properly. No, you can't claim your spouse as "crew" unless he/she is a required crewmember.

- File an ICAO compliant flight plan (IFR or VFR).

For ForeFlight users, this is a piece of cake. For VFR flight plans, there is a reciprocal arrangement in place where you will file in the departure country and cancel in the arrival country.

En Route

In past columns, I have mentioned the requirements for border crossing on Candian overflights. The same rules apply to international flights. Aircraft crossing the international border must be:

- squawking a discrete transponder code,
- in two-way communication with ATC,
- and on an active flight plan.

You **did** file your flight plan, right?

Arrival in Canada

- Do not leave the aircraft until cleared to do so by Canadian customs.
- If VFR (or IFR to a non-towered field), close flight plan with Canadian Flight Service (1-866-WXBRIEF).
- Call Canadian Customs at 1-888-226-7277 (1-888-CANPASS) and record check-in number provided by officer.

We were cleared for entry into Canada on the phone. Nobody visited us at the airplane. From my research, this appears to be very typical of Canadian customs.

At this point, all of the hard work (except the arrangements for getting back home) was done!

As an aside, use of Canadian ATC

Canadian VNC chart for the Toronto area

Cool Places to Fly by Chris Houston

services will generate a quarterly user fee invoice from Nav Canada for $17.06 Canadian. These fees are not applied to overflights, but they will be invoked by landing at a Canadian airport. The invoice came approximately one month after our flight.

Landing runway 5 at KBUF, photo by Kristy Houston

Before Departure to the United States

- [Choose an appropriate US AOE and verify hours for customs](#).

Arguably, it is best to pick an AOE close to the border to minimize variability in ETA. AOEs with full time customs simplify matters greatly.

For example, Buffalo is open 8:00 am to midnight seven days a week (716-632-4727) whereas Rochester's customs office is only staffed on weekends by request. We chose Buffalo with the rationale that (1) it was closer to our point of departure in Canada and (2) that, if anything delayed our flight, we would be imposing less on a customs officer who was on duty anyway at KBUF rather than one who made a special trip to KROC for our Sunday arrival. Pro tip: do not irritate the customs officer.

Prior Aviation Service will waive ramp/handling fees for aircraft clearing customs. There is a $5 landing fee.

- File eAPIS arrival manifest no less than 1 hour prior to departure.

As before, save your confirmation email and verify that the flight is cleared. See [this guide](#) to fill out APIS properly.

- File ICAO compliant flight plan.
- Notify US customs at the intended office of arrival no less than one hour and no more than 23 hours prior to arrival.

Unlike Canada, the US does not have a single customs telephone number. You will need to call the specific facility that you plan to use. Customs office phone numbers can be found [here](#).

Provide the officer with: citizenship, CBP decal number, number of crew and passengers, callback phone number, tail number, and ETA. The officer I spoke to advised an accuracy of +/- 30 minutes for ETA. The officer will verbally indicate that you are "cleared for landing".

Arrival in United States

- Call customs upon arrival. Do not leave aircraft until cleared

by customs.

Unlike in Canada, you **will** be visited by a US customs officer on the ramp. Ours wanted to see: passports, pilot certificate, medical certificate, and registration.

- If VFR, close flight plan with US Flight Service (1-800-WXBRIEF).

This is a nice activity to complete while trapped in your aircraft waiting for customs to visit. In our case, we arrived on an IFR flight plan that was automatically closed by the tower (one less thing to worry about).

Once cleared by customs, your international adventure is officially over. For us, the short VFR flight back to Sodus from Buffalo seemed anticlimactic.

Now that we've done it once, we'll be much more comfortable going back. Besides, we need to get our money's worth out of that Jeppesen GPS update!

99s Poker Run submitted by Frances Englund

Finger Lakes and Western NY Chapter 99s are hosting a poker run in conjunction with the National Warplane Museum in Geneseo. This one will be a little different. The playing cards will be in sealed envelops and in totes left at the 5 airports. The totes will be available from **8 am Wednesday, July 12th to 10am Friday, the 14th**. The 5 airports are KPEO, KROC, KBQR, 9G5 and D52. The terminus is in Geneseo (D52). All fees at ROC have been waived or donated. Just tell Ground you are participating in the poker run and you want to go to USAirports at the 800 ramp. Here's your chance to practice landing at ROC and on the turf at D52.

Go to nwmairshow.com for more details. Select "Special Events at the top of the page and scroll down to "99s Poker Run"

WFC in the News submitted by Eric Mehserle

Photo and article reproduced from The Sun & Record ~ Wayne County Mail, Thursday, May 11, 2017:

"These faces. These boys. They are the future of Walworth, and leaders in their own right. Freewill Elementary might be closing, but Troop 113 is strong and will be here for our boys in the future, no matter where they attend school. Be ready to see more great things from them! Whether they are WHAM 13's Brightspots sandbagging for residents in Sodus, cleaning the trash off the side of the roads in Walworth, canoeing, hiking, fishing, or even flying a plane at Williamson Airport, these boys are our nation's future. Our troop would like to personally thank Flight Instructor Mike Bjerga for his patience, diligence, and professionalism. The Williamson Flying Club is a tremendous asset to Wayne County. They are here for tours and business as well as teaching certification programs for pilot licenses. They even host the Civil Air Patrol. Please visit and support this local gem! We appreciate Mike giving back to his community and our young men. He is a wonderful role model. Thank you!"

Recommended Reading

The latest issue of *FAA Safety Briefing* (Jul/Aug 2017) explores the new BasicMed rules.

www.faa.gov/news/safety_briefing/

An impromptu WFC fly-out to the EAA 486 breakfast at KFZY on July 9, 2017. Photo by Terry Butler.

Congratulations!

Private Pilot! 6-19-17

1st Solo! 6-21-17

Tim Francisco (upper photo) successfully completed his private pilot checkride on June 19, 2017! Two days later, on June 21, Zach Wilke (lower photo) was set loose solo!

Congratulations and great job to both!

Upcoming WFC and Local Events

12-14 Jul (Wed-Fri)	99s Poker Run (see prior page for details).
15 Jul (Sat)	Pancake breakfast, Cooperstown-Westville Aiport (K23). 7:30 am—noon.
15-16 Jul (Sat-Sun)	Greatest Show on Turf, Geneseo Airport (D52). Gates open 7:00 am.
22 Jul (Sat)	Cortland Airfest (N03) 8:00 am—4:00 pm www.cortlandairfest.org
23 Jul (Sun)	Pancake breakfast, Whitford's Airport (B16) 7:30 am—noon.
06 Aug (Sun)	Pancake breakfast, Whitford's Airport (B16). 7:30 am—noon. Pancake breakfast, Elmira-Corning Regional Airport (KELM), EAA 533 hangar (no ramp fee), 8:00 am—11:00 am.
12 Aug (Sat)	**WFC Movie Night on the Ramp** Evening: stay tuned for details.
13 Aug (Sun)	Pancake breakfast, Oswego County Airport (KFZY). 7:30 am—11:00 am
19 Aug (Sat)	Pancake breakfast, Cooperstown-Westville Aiport (K23). 7:30 am—noon.
20 Aug (Sun)	Pancake breakfast, Whitford's Airport (B16). 7:30 am—noon. Pancake breakfast, Ledgedale Airpark (7G0), 9:00 am—noon.
26 Aug (Sat)	Pancake breakfast, Piseco Airport (K09), 8:00 am—11:00 am.

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

Reminder: The Activities Committee will be hosting weekly lunches on Saturdays from noon—1:00 pm. Contact Tony Alesci with any questions.

Images by Chris Houston

2017 will be long remembered for high water levels on Lake Ontario. This photo was taken of Charles Point at the edge of Sodus Bay on 24 May 2017.