

NorthEast Bonanza Group

Bonanza and Beechcraft Owners Newsletter

Upcoming Events

July 15-17

Formation Clinic

If you missed the last formation clinic, there is still time to get your training in before Oshkosh Airventure. See the article on page 4 for more details.

July 25-31

EAA Airventure Oshkosh

August 14-20

NEBG in Canada

Please RSVP for the events above by clicking on this link:

link: <https://northeastbonanzagroup.org/events/>



Message from the President

NEBG Members,

If you are going on our Canada trip in August, it would be good to make your hotel reservations. In this letter I publish my classic article about how to fly to Canada. If you've been to Canada before, the only recent change is the ArriveCAN app for COVID stuff.

By the way, many years ago, someone asked on BeechTalk if there was a book on how to fly to Canada. I said, book? I could write it down in one page. So, I did that and have updated it over the years.

I have made my reservations for Yarmouth and Gaspé and am looking forward to it. We'll keep publishing these articles until the event; I know they are repeats.

Speaking of Canada, I had an interesting experience in May.

A young pilot, Eric, with 500 hours in a homebuilt RV, who lived in Calgary, bought a 1965 S-35 with the Atlantic Aero 550 conversion. He does not have an instrument rating. The airplane was located in Central Tennessee (KRVN). He reached out on BeechTalk for help in getting it back to his home.

He had offers from several pilots who had apparently never been in a Bonanza before. Another knew a lot about flying Bonanzas but didn't have a passport. I felt sorry for Eric & offered to do it. There are no BPPP pilots in Canada (surprised me).

I asked Tom Turner if a U.S. flight instructor (me) can give instruction in a U.S. registered aircraft in the U.S. to a Canadian pilot. He said yes, but I can't enter it into his logbook, and it doesn't count for him for anything.

I took airlines to Tri Cities airport, he met me there with a ride to KRVN. The airplane was sitting in a hangar and the local mechanic would loan us any tools we needed. The airplane was beautiful, the engine installation was recent and was impeccable, the paint was new, the avionics were fairly new with a combination of Aspen and Garmin. The autopilot was an old S-TEC that worked poorly. It had a JPI engine monitor with all the bells & whistles

The trip from Tennessee to Calgary does not cross any big mountains. But to the Northwest was a giant weather system that looked good to avoid.

After a 2-hour preflight I was satisfied with the airplane. We headed straight north with Eric in the left seat but there was a weak line of weather ahead after 2 hours. I had promised myself the first leg would be VFR so we stopped for the night.

The next leg straight north up the lake into northern Minnesota was IFR and I took the left seat for the first IFR leg. All legs after that were IFR with me in the right seat.

The plane flew well, 182 KTAS at 58% power on 14.7 GPH at 8,000', rich of peak.

Eric was amazed at all the little airports we stayed at, there was always a crew car, hotel & restaurants. For lunch, we sometimes walked some distance, we both liked walking.

On the third day we flew IFR in clear skies from Eastern Montana to Calgary. As soon as we crossed the border, all the beautiful screens in the instrument panel became mostly empty. Calgary airport did not exist. The data bases were U.S. only. So, I navigated from my Ipad and gave Eric headings to fly.



He was not just traveling to Canada, he was importing the airplane. He had arranged a broker to help him do that. At one point, at the customs facility at Calgary, he & I were cleared into Canada, but the airplane was not; they wanted some reference numbers from the import documents. Finally, we got that sorted out and flew it to Springbank, a nearby GA airport, where a mechanic representing the federal authorities, would do a conformity inspection to determine if it was safe to fly in Canada. The pile of STCs would make that analyses extensive.

Many years ago, I cleared customs in Calgary on my first Alaska trip. The customs facility was gigantic with space to park a dozen jets. There were airplanes everywhere.

Apparently, with Covid, they closed that place. I asked ground and they directed us to park next to a trailer marked customs with nobody in it. We called Canpass & were cleared in. It did have a bathroom.

At least there were no fees to land at Calgary unless Eric got the invoices later.

The next day my airline flights back to Pennsylvania were as irritating as ever.

Mike McNamara

Panhandlerz Formation Clinic

Martinsburg, West Virginia (KMRB)

By Paul Stravrides

The Panhandlerz formation clinic was held June 3 to June 5, 2022 at Martinsburg Airport in Martinsburg, West Virginia (KMRB). After pushing the start date back one day for a passing cold front, we were blessed with a large high pressure area featuring unlimited visibility and light winds. Perfect for formation flying.



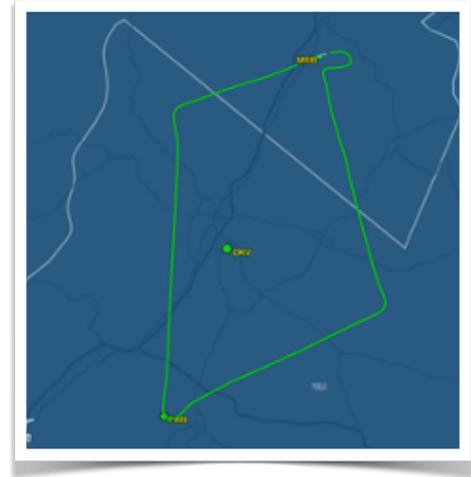
The clinic was graciously organized by John Zazworsky (call sign Zaz). The first day included a local briefing for the experienced formation pilots and an introduction to formation flying briefing for the new to formation flying pilots. The overarching purpose of the clinic is to meet the requirements for the Bonanzas to Oshkosh Formation flight (B2OSH). We introduced three pilots to formation flying.

The staff at Martinsburg could not be more helpful. It's a beautiful, newly-renovated facility. From the FAA Airport Tower Personnel to the Line Crew, you got the feeling of being welcomed to their Airport. There is also a wonderful cafe on the upper floor of the terminal building, the Crosswinds Café. The Café has a spectacular view of the runway and is popular with the locals and other fly-in traffic. It was a great place to eat lunch or after a day of formation flying, have a beer and relax.

By Sunday, our group was eleven aircraft strong including 2 B-55 Barons. We formed up as one large flight of eleven aircraft and practiced a simulated B2OSH flight. In flight elements of three, the flight leads got to experience station keeping within the larger formation.

We also practiced a diversion to the opposing runway. This is practice for the situation when the primary runway Oshkosh is switched to another runway because of weather or some other cause. B2OSH formations are typically more than 100 aircraft. What seems like a simple matter of a runway change takes planning and maneuvering within the confines of the larger formation. We practiced this by moving from elements of three in fingertip formation to a right echelon formation followed by a left break to a landing. It sounds more complicated than it is.

If all of this sounds like fun (and it is), Zaz is planning to have formation clinics at KMRB twice a year. The Spring clinic is a preparation for the B2OSH flight and a Fall clinic for those exploring more advanced formation flying. Zaz is a NEBG member and BPPP instructor. The clinics are free. We contributed a few dollars for the KMRB bus and a few dollars for snacks and other supplied materials. If you weren't able to make the clinic, see below... its not too late!



Panhandlerz Formation Clinic

Martinsburg, West Virginia (KMRB)

July 15 - 17, 2022

Organizer: John (Zaz) Zazworsky

Following the June clinic, some of the new formation pilots wanted to practice more, 2 new guys didn't make it to solo proficiency, and several others who couldn't attend that weekend contacted me about the

possibility of another formation flying event. So- -by popular demand— I'm going to set up another Martinsburg Panhandlerz clinic before B2OSH. Right now, I know of at least 3 planes/pilots who will be there, but 1 is not solo-ready (yet) and another hasn't flown formation in a long while; both will need safety pilots for a couple flights and I can only cover one at a time. To make this work, I need at least one more airplane with someone who can fly solo and just needs re-currency for B2OSH and at least one other pilot who can fly primarily as safety pilot. New/rusty pilots should be at MRB for safety briefing and ground school/procedures review at 5 pm on July 15. Anyone who was at the June 3-5 clinic can go do an evening hop before dinner. I'll try to get a block of rooms at Home2Suites for July 15 & 16, plus use of airport minibus to simplify transportation. I'll figure out meals between now & then. On Sat & Sun our goal will be to fly 3-4 sorties each day. If you're good-to-go for B2OSH and/or can only make it for one of those days, please come for your own extra practice and to help give us enough tails for flexible scheduling. If you can come, let me know ASAP via reply email how many nights so I can figure out how many rooms. More details to follow...hope to see you there.

Newport, Rhode Island

On June 4, a small group of NEBG met at Michael Madigan's house in Wickford, Rhode Island for great food, great conversation and lots of stories. Since Michael is getting a boat that he ordered from the dealer a year ago, we told boating stories as well as flying stories.

My plane is down for a new engine, so Michael flew down to Pottstown to pick me up on Friday and flew me back on Sunday.



Jack Murray and Michelle flew up from NJ. Dave and Lucinda, formerly of the Old Town Inn on Block Island (they sold it) stopped over also.

The weather was as good as it gets, perfect temperatures and blue skies.

Canada

Yarmouth, Nova Scotia (CYQI)

August 14 - 17, 2022

Organizer: Tayo Akamo

Yarmouth is an historic seaport town located on the outermost edge of Nova Scotia's southwest shore along the legendary Bay of Fundy. Long known as "the gateway to Nova Scotia" because of its proximity to the United States, Yarmouth was settled in 1761 when colonists from New England first made their homes there. It is a picturesque town with great restaurants featuring delicious seafood, several museums and traditional music.



Yarmouth is located in the region that is part of North America's first starlight destination - Acadian Skies and Mi'kmaq Lands - as designated by the International Starlight Foundation. You will be amazed to discover dark skies like nowhere else, with brilliant stars from distant galaxies shining against the night sky.

CYQI (Yarmouth, NS) does not charge landing/terminal fees to General Aviation aircraft. Tie down fees can be waived if you purchase 100LL. They have after hours

charges for operation outside our regular hours of operation (0800-1700). The airport has no rental cars on the day of arrival, so we have secured 3 vans (Max 7 passengers per van) for transportation around the area. Tayo will pick them up the day prior to your arrival.

We will be staying in the Rodd Grand Yarmouth Resort which is on Main Street, in the downtown core of Yarmouth. Many of the guestrooms have beautiful views of the Yarmouth Waterfront, an excellent sample of Nova Scotia's breathtaking scenery. The hotel has a fully equipped fitness center with nautilus equipment, indoor pool and sauna. There is a golf course and numerous outdoor activities including kayaking or canoeing. The area also features Living Wharf Demonstrations and Experience - 5 days a week in the summer season and great fly fishing rivers & streams.

We secured a block of 10 rooms at the resort for 3 nights (August 14, 15, 16) at \$139. Depending on interest we might be able to increase the number of rooms in the block; making your reservations will demonstrate that interest. The block will be held only until July 15 at which time all rooms in the block will be released to the public. Contact the resort (1-800-565-RODD or <https://roddvacations.com/hotels/rodd-grand-yarmouth/>) to book your room and tell them you are with North East Bonanza Society (I know that's not our name but that's what the contract says). You should make the reservations as early as possible as they will review the room block at 90, 60, 45 and 30 days prior to arrival date and may start to reduce the number of rooms in the block. Any questions, contact the NEBG organizer Tayo Akamo at 210-618-7284 (mobile).

Gaspé, Quebec (CYGP)

August 17 - 20, 2022

Organizer: Michael Madigan



Flight time to Gaspé is around 2 hours from Yarmouth. This is a domestic flight from Yarmouth, so you do not have to worry about customs. A reminder that all VFR cross country flights in Canada must file a VFR flight plan.

NEBG visited Gaspé in 2017 and it is one of our favorite destinations. Gaspé is a city at the tip of the Gaspé Peninsula in the Gaspésie-Îles-de-la-Madeleine region of eastern Quebec, Canada. Gaspé is located about 400 mi northeast of Quebec City. The city has a population of 15,000. Gaspé claims the title of "Cradle of French

America", because on June 24, 1534, Jacques Cartier halted in the bay after losing an anchor during a storm and officially took possession of the area by planting a wooden cross with the king's coat of arms and the sentence *Vive le Roi de France* (meaning "Long live the King of France"). Cartier met there an indigenous tribe that referred to the territory as *Honguedo*, probably a *Mi'kmaq* word meaning "meeting place". Following the Treaty of Paris in 1763, British officers and soldiers acquired free land in Gaspé. And in 1784, they were joined by many Loyalist settlers. From then on, Gaspé became an important commercial fishing center, especially of cod. In 1804, its post office opened.

From 1861 to 1866, the port of Gaspé was a duty-free port, making shipping the primary economic activity. With some 40 to 50 European ships docking annually, many countries opened consulates in Gaspé, including Italy, United States, Brasil, Portugal, and Norway. By 1911, the railroad reached Gaspé. But the town's ambition to become an international shipping and transportation hub ended with the growing importance of the Montreal and Halifax harbors. During World War II, some 3000 soldiers were stationed at a naval base built at Sandy Beach, in order to patrol the Gulf of Saint Lawrence against German submarines.

We will be flying into Gaspé airport (CYGP), 4487 ft runway with GPS LNAV approaches and some terrain around the airport. CYGP is about 2 hours northeast of Bangor. You need to clear customs before you arrive at CYGP (unless you hold a CANPASS private aircraft membership authorization pass for each person aboard the aircraft in which case you can go directly to CYGP). We suggest that you clear customs at Fredericton, CYFC (which is one hour northeast of Bangor).

We recommend staying at Hotel Baker. If you cannot get a room there you can try Hotel Plante or Motel Adams (all within walking distance of each other). We expect everyone to make their own hotel reservation. **August is a very busy month in Canada so you should make a reservation as soon as possible.**

We will meet Wednesday evening for cocktails at 6PM at the bar at the Hotel and then have dinner together.

Rental car is recommended if you want to participate in our activities. National is located inside the airport terminal. You have to make your own reservation.

There are several national parks around Gaspé and the area is an outdoor paradise. We will plan several hikes in the area.

We also plan to visit Percé which is a small city near the tip of the Gaspé Peninsula. The area was within the traditional homelands of the Mi'kmaq people, who called the place Sigsôg ("steep rocks" or "craggs") and Pelseg ("fishing place"). In 1603, Samuel de Champlain visited the area and named the famous rock Isle Percée ("Pierced Island"). During the 17th century, the place was used primarily as a stop-over for ships travelling to Quebec. The Percé Rock is a natural rock formation located close to the shore facing the town. It is a natural attraction for its size, color, and unusual door-like hole at one end the rock. You can walk up to the hole in the rock at low tide.

We will also visit Bonaventure Island which is a national park and home to the largest gannet colony in North America and the second largest in the world. The gannet is a magnificent sea bird, having a six-foot wingspan. There are many other species of birds such as puffins, cormorants and murres who also use the island as a home and breeding ground.

Whale watching is also a popular attraction in local area, and most notably, North Atlantic right whales, one of the rarest whales, had begun to concentrate off Percé in 1995 (this species was used to be regarded as sporadic visitors into Gulf of St. Lawrence until in 1994, and gradual increases have been confirmed in entire St. Lawrence since in 1998), and Gaspé Peninsula has become the center of sightings in St. Lawrence region.



How to Fly to Canada

By Mike McNamara

Foreflight on the Ipad works well and includes everything you need. Make sure you download all the Foreflight data in the areas you will travel to.

Make sure your GPS database(s) include Canada and if not, figure out a solution for dealing with it.

Buy a US Customs & Border Control decal. About \$35 annually. Stick it on the outside of your airplane somewhere in the general vicinity of the boarding location. Their web site is terrible, if you get stuck, call them; they are nice on the phone. But do the web site first:

<https://dtops.cbp.dhs.gov/>

Sign up for Eapis. eapis.com. Create an account. Take a tutorial on AOPA. Not that hard. Tell Eapis your departure and arrival information. Dates are important; times are not. Guess at times, if they change, forget it. Yes, you need passports. Call your wife crew; it makes it easier later. Eapis will require you to change your password every 6 months and there are password rules; write it down.

IFR - US to Canada - file & fly normally. Canada to US - call Canadian FSS (866) 992-7433, give them your N number (make sure you say NXXXXXX) & he will walk you through the international flight plan sequence. He knows N number airplanes don't know it. Flight plans can be filed in Canada directly from Foreflight.

You can do it VFR on a VFR flight plan, but you need to be in radar contact squawking if radar services are available and talking if ATC radio is available. File a VFR flight plan and activate it. In remote areas, every situation is different. Do everything you can to convince them that you are not trying to sneak across the border.

Flying to Canada - Call Canpass (888) 226-7277 couple hours before (or more) you will arrive in Canada. The Flight Supplement tells you what airports international (required) and what hours customs is available (some are closed on Sunday's). Ask where to go on the airport. Sometimes it's at an FBO, sometimes a terminal building, sometimes a special customs building. I have been told to go to and airline jet way (I parked under it). When you land, call Canpass again & tell them you have arrived. They will either give you a reference number or tell you to wait for the agent. The agents are friendly. Write the reference number in your logbook or somewhere safe in case it comes up later (never happened to me in 100 trips).

Flying to the US - Call the individual US Customs guy you will meet. Phone numbers are elusive but the FBO at the airport you will land at, has it. He wants a couple hours of notice; give him your new arrival time and check that he has your Eapis info.

Pay attention to time zones. When you call the U.S. CBP, you are talking to the guy you will meet. You can say things like “What time is it now? I will meet you 2 hours from now.” When you call Canpass, you are calling a clearinghouse central number in, I think, Ottawa. Then they call the local guy. You have to tell them the local time of the person you will meet. Don’t expect them to do the time zone conversion, they will get it wrong.

Common entry points in the U.S. I have used successfully:

- From New Brunswick & the Canadian Maritimes – Bangor, ME. Ground tells you where to park, they come out, then you taxi away to FBO or departure. Good FBO, food, fuel & mechanic.
- From Montreal, Burlington KBTV. Customs building is next to FBO building. Walk to offsite restaurant or crew car,
- From Toronto, Buffalo. Customs meets you at the FBO (Prior Aviation). \$5 landing fee, crew car for food.
- From western Canada, International Falls is good, park in the yellow circle or something, ground tells you. They come out. Good FBO.
- Also from the west, Saginaw, Michigan. They come out to the FBO. Walk to the main airline terminal for food.
- For Alaska, Northway. No services, but it is near the highway crossing with big customs presence, so they drive over. Flight Service Station might still be there (seasonal).

For any of the above – call the customs guy to check nothing has changed.

Good idea - keep a copy of your passport in your luggage and/or brief case in case you lose it; a copy will get you through, but they will whine. Happened to me.

There are differences in flying regulations but frankly, things that are recommended here are mandatory there (making CTAF announcements) and a few words the controllers use (radar identified instead of radar contact) are different but you can figure it out. When you depart a controlled airport in Canada, you are expected to change to departure frequency airborne. In the U.S., we wait for the tower to tell us. There are no gotchas.

VFR flights of more than 50 miles in Canada require a flight plan. Makes sense; lots of trees up there.

Use your N number up there and don't skip the "N". They will immediately know what you don't know and will help. If you don't understand something ATC says, ask. Especially, for example, out of radar contact or in uncontrolled airspace, both of which are common away from big cities.

Many airways up there are identified by ADF beacons instead of VORs, just enter the beacons into your GPS.

In Canada, if you are at, say, 9000', and you are cleared for an approach, that is your authorization to descend to the MSA altitude on the chart, when within the miles it says on the chart. That is starting to be acceptable in the U.S. also. When in doubt, ask.

XM and ADSB weather work only in southern portions of Canada. They cut off at different places. Storm scopes still rule!

In 100 trips I have never been asked for a radio license or if I have a 406MHZ ELT. I did get a radio license from the FCC web site. I typed everything in & printed out a license. It was free!

Don't take guns up there; they don't like them. They especially don't like handguns. If you want to take a long gun up there, it's complicated and will require fees. Get advice.

COVID – we now have a new app called ArriveCAN. Sign up, create a username & password, upload your travel documents, enter the info for your entry. First step is about the travelers (you and your passengers), second step is about this specific trip. When they ask what airline, put in "Other". When they ask for a flight number, put in your N number. It is mostly about uploading your vaccination card. Make sure you get through all the steps to get a bar code. The app is quirky.

Post COVID, I am hearing that some of the places where we used to clear customs (in both countries) are no longer staffed. The situation is fluid, call in advance.

Event Schedule

Event schedule is as follows (some of it is up in the air):

- Yarmouth, Nova Scotia – Sunday, August 14 to 17 – Tayo Akamo organizing *
- Gaspé, Quebec – August 17 to 20 – Michael Madigan organizing *
- 44N Sky Acres – lunch - September 17, 10am - Mike McNamara organizing *
- November – Reading, PA Planning meeting for 2023

*These dates are fixed – Mark your calendars and schedule your work time off!

