

## The Cayman Islands and Jamaica A Winter Adventure

by Paul and Janet Damiano

Blue skies, white sand, palm trees and great friends! That's what I'm talkin' about!! The annual NEBG trip to the Caribbean was nothing short of spectacular! Two Bonanzas, one Baron and a Cessna 206 Stationaire all made their way to Boca Raton, FL on Feb 13, 2010. NEBG members David and Jody Greene flew their Baron from Nashua, NH, Soliman Shenouda flew his G36 from White Plains, NY, Paul and Janet Damiano flew their N35 from Manchester, CT, and Jim and Lorrie Holtom flew their Cessna 206 from Ottawa, Canada. We could all sense over dinner that first Saturday night in Boca that this was going to be a fun trip with lots of laughs! We just didn't realize how much fun and how many laughs we were in for! Thierry Pouille, the owner of Air Journey, the company we have used to arrange our annual trips, stopped by for dinner too. Thierry and Sophie run an excellent tour company for airplanes that can be seen at [www.airjourney.com](http://www.airjourney.com). As it turns out, Air

Journey had over 30 customer airplanes in the air somewhere in the Caribbean, Mexico and Central and South America during President's week. Janet and I were the Journey Directors for the NEBG trip. We were sort of in charge, which is akin to putting the fox in charge of the hen house!!!!

We started our Feb 14 trip with a thorough pre flight briefing at the FBO at Boca. Air Journey provides all the maps, flight plans, approach plates, charts, etc that one would need for an adventure like this. EAPIS and Cuba over flight permits were also all pre arranged by Air Journey. We discussed flight procedures, frequencies, emergency procedures, and reviewed the flight plans I had filed the night before. An on time engine start began at 1500Z; a quick call to ground, an as filed clearance, and over to tower. Nothing to it. We departed runway 5 in the pre arranged order based on true airspeed and filed altitude, took a right turn, and headed out over the beautiful Florida coastal waters. I flew up front, and radioed back on the agreed air to air frequency any pertinent information, next frequency, re-routes etc. A short hour later, and we were in Cuban airspace talking to Havana Center, looking down at the lush farmlands of the island of Cuba.

There are actually a lot of airports on the island, and they all show up on our GNS400/500 series navigators! Even the approaches are in the box! Radio coverage in Cuba is a little bit spotty, and we had briefed that fact. Always ask what the next frequency will be, and if you lose a controller, monitor the next frequency and call in when in range. It's really quite easy and logical, just a little different than what we are all used to flying in the States. After an hour of Cuban airspace, we were handed off directly to the tower at Cayman Brac. What a nice little airport. The tower instructed us where to park, and Janet and I got some





great shots of the group arriving. Just a short 3 hour trip from Florida, and we are landing in a different country!

The simple checklist for entering a foreign country in your own airplane is

- 1) Clear the people with immigration using passports and forms they give you
- 2) Clear your possessions using a customs form they give you
- 3) Clear the airplane using a General Declarations document that Air Journey gives you

That is all you need to do. And the folks at the airport take care of you and walk you through the system. After a lot of stamping on all our documents and passports, we were in the country of Cayman Islands. Air Journey had arranged the transportation to the resort, and they were waiting for us outside customs! The Brac Reef Resort is very near the airport, and had just reopened after reconstruction from the damage caused by Hurricane Paloma two years ago. Beautiful resort! We all gathered at the pool bar for a celebratory arrival drink or two, and some serious decompression!! Fun Times!!

Our resort package was all inclusive, so we adjourned to the wonderful dinner buffet. We all got to know the staff over our 3 day stay, and they get to know you by name! Very friendly folks. Thanks to Omar and his lovely wife for talking care of us at virtually every meal. Janet and I hope to see them again on a future trip.

Cayman Brac is a very laid back island, not at all like Grand Cayman with the capital city of George Town, cruise ships and duty free shopping. The Brac, as they call it, is all about relaxation, diving and snorkeling. For the next two days, that is exactly what we did! The temperature was a chilly 75 degrees, and there was a constant sea breeze. The resort provides free bikes, and everyone at some time during our stay grabbed a bike and launched out around the island for some site seeing and exercise. Not that we were over eating, but the resort seemed to constantly be serving something!! This must be similar to a cruise ship, although Janet and I have never done a cruise.... But we have heard!!

Tuesday evening before dinner, we gathered for the mandatory pilot briefing. As leader, I had spent the afternoon checking weather, planning border crossings, and generally planning our flight to Montego Bay, Jamaica. Everything looked great for our short one hour flight from Cayman Brac to Montego Bay, Jamaica. The weather looked great, and we would even have a small tailwind!! I took care of filing the flight plans while Jim, Solomon and David fueled their airplanes... a laborious process in itself!! Another short visit to immigration to clear the people (passports) and the airplanes (General Declaration document), and it was back out to the ramp for takeoff. We were cleared one by one as filed, and pretty soon we had three Beech's and one Cessna winging towards Montego Bay, Jamaica. I flew out front again, so everyone could monitor what Sangster Approach was going to give us in the way of an arrival procedure. Sangster is an airport about the size of say, White Plains or Brainard Field. What a sight as we drifted into Montego Bay, with its blue water, white sands, and even two cruise ships docked in town. We all landed long to get down to the only exit, and taxied right into IAM Jet Center, the sole FBO on the field. Talk about being efficient and gracious!! The IAM Operations Manager met us, helped fill out the 3 forms (people, possessions and airplane), and had the fuel truck rolling. Again, fueling took a little longer than I would have hoped. But in their defense, it was unusual to have 4 piston drivers all show up together. After about an hour of formali-



ties and fueling, we made it through the FBO. Air Journey had arranged our transportation to the Coyaba Beach Resort & Spa, our home for the next three days, and they were patiently waiting for us on arrival.

Coyaba Beach Resort is just a short drive from the airport away from the hustle and bustle of downtown Montego Bay. It truly is a little spot of paradise on a beautiful island! The staff was all very accommodating, and had us all situated in our rooms in short order. And what great rooms they were! We all had a balcony and views of the bay. There was a wonderful seaside bar and restaurant on the dock, and yes, within an hour we were all on the dock getting a bite to eat and an adult beverage to quench our thirst! Our meal plan at Coyaba was breakfast only, so we had the option of exploring all that Montego Bay had to offer for our other meals. Air Journey had given us an extensive list of tours and excursions we could go on in Jamaica, and the tour company had an office right off the lobby of the resort. We all spent that first afternoon just signing up for the tours we wanted to do over the next 2 days. Everyone picked more than one tour!!! Soliman was the man, signing up for 4 tours over 2 days!!

Dinner our first night was right in the fine dining restaurant at the hotel. We were all too worn out from a day of travel to do much late night carousing in town!! But it was a great meal with great friends and lots of laughs! It is even rumored that a certain tour director "borrowed" a guitar from the jazz duet, and got the whole place singing John Denver's "Country Roads"!!!

During Thursday and Friday, everyone went out on the tours they signed up for, or just lazed around the pool to catch up on a Vitamin B deficiency. It was fun to join up at the resort and share our individual adventures!! So much to see and do, we just have to go back someday! For dinner on Thursday night, we made it in to the city of Montego Bay to a local restaurant called "Native" for some dining al fresco in the chilly 78 degree evening weather. The food was super, and it was a very memorable meal. Afterwards, we chose to walk about a quarter of a mile closer to the center of Montego Bay, and had nightcaps at the Caribbean's largest "Margaritaville", one of the Jimmy Buffet restaurants. Boy, talk about hoppin!!! The place was everything a bar in Jamaica should be!!! Janet and I bailed out a little early, but the stories at breakfast the next morning proved a good time was had by all!!!! Anyone who wants to party needs to hook up with our new Canadian best friend, Jim (Jimmy James) Holtom!!!! You won't be disappointed!

On Friday morning, we all went on the same tour excursion, a Chukka Zip Line Canopy Tour. We drove way up into the forested mountains of Jamaica to meet up with a wonderful tour group of young guys and gals that run the tour. The basic idea of a Zip Line tour is to strap yourself into a harness rig that is designed to be ultra safe, as we saw later. Then, we all go to a platform at the top of a hill in the forest that has dual cables strung between trees, hook on to the cable and jump off into space and scream!!! We sent Jimmy James off first, and he survived... so we all followed!! Actually, it was a blast. After the first couple zips, everyone calmed down and really enjoyed the ride. That is till we got to the 100 foot vertical drop section!! You literally hook on, and step off the platform for a 100 foot drop straight down!!! The tour guides can control your speed, and unless you beg them not to, the first 2 seconds of the drop are free fall!!!! Again, we sent Jimmy James out first, and he survived, so we all followed! I wasn't sure Jody was going to make it, but she sucked it up and jumped!! I think she secretly loved it, but wouldn't admit it!!!!

Before dinner on Friday night, we had another thorough pilot briefing. I wanted to make sure I had all the right information in the flight plans, and that the Cuba over flight permits were in order, EAPIS was all set, and I had the right customs phone numbers. We briefed weather at departure and arrival airports, Cuba airspace procedures, air to air frequencies, airspace reporting points, departure procedures, etc. All we needed was a good night's sleep, as we all wanted to get an early start on Saturday morning.

Because it was our last night in the resort, and we had to fly the next day, we toned down our Jamaican adventure just a bit, and had dinner in the hotel again! But it was a great dinner, with lots of laughs as we replayed our Zip Line adventure. By Friday night, we were all best of friends, and vowed to stay in touch.

On Saturday departure, we loaded up into a mini bus and headed back to IAM Jet Center. Again, they were VERY friendly and efficient in helping us pay our fuel and handling fee bills, getting the airplanes loaded up for the trip home, and clearing





immigration and the airplanes out of the country. The only negative of the entire experience, and we all knew it coming in, is that the fees in Jamaica are really over the top. No one complains much about the price of fuel, because it is what it is. But on top of our fuel bill, there were over \$500 in landing fees, handling fees, tourism development fees, parking fees, etc to pay! I think their fee schedule is based on servicing turbine aircraft, not owner operated piston aircraft. Too bad, as I think they are not encouraging repeat customers!!



The last thing to do before engine start was to call USA Customs at our planned arrival airport (KPBI), and give them our estimated time of arrival. That done, we were ready to saddle up and head home! Our clearances were ready for us on first call in, and just like in the states, it is never what you filed for!! We were given a different departure procedure, so we had a quick pilot conference leaning on the wing of my aircraft to sort it all out! The departure was smooth, and we were surprised that once air born, we were all cleared direct to a waypoint way on the other side of Cuba!! My first thought was, "I hope someone told Cuban ATC that this was the new plan"! But within 15 minutes, we were handed off to Havana Center, and we were on our way for a smooth and comfortable 3.5 hour flight back to the good old USA!

About halfway across Cuba, Jim came on the air to air frequency with a troubling statement. "Paul, everything is going well here, but my oil temperature is dropping". Gulp! We did about 10 minutes of air to air trouble shooting. We concluded that because every other gauge in the aircraft was reading normally, there was probably a problem with the temperature probe itself, and not with the actual oil temperature. Jim emailed me a couple days later and confirmed that a mechanic in Florida had inspected his engine and found that the temperature probe wire was indeed loose, and was reading erratically. Whew!!!



We all filed to KPBI, and the Customs guys there were all very cordial and efficient. We had to empty the aircraft, and they did a Geiger Counter scan of the interior of each aircraft, but none of the luggage was actually opened. It all went very smooth, and was a pleasant end to a fun trip. We all taxied back to Galaxy Aviation and waited for the last plane to clear, and then said our emotional good byes.

One week, eight hours of air time, 3 countries visited (including the USA!), new friends, and nothing but great memories of a fun adventure. The Caribbean in February is a great escape for us hearty North Easterners, and it's hard to believe how close all this adventure is! I hope that at least of few of you reading this decide that it is time YOU launched off on an adventure like the one we just had. The beauty of doing a trip like this is that you are not out there alone! You travel with someone who is experienced in this sort of travel and international flight and ground procedures. Sure there is water out there, but the airplane doesn't know it's over water!! There is no feeling of accomplishment that can compare to the feeling you get winging your own plane through the Caribbean, and visiting other countries, and experiencing their culture.

We are planning another trip down next February, and it will be on Presidents week, and YOU need to plan to join us!!



# 2010 FLY-IN SCHEDULE

## MARCH

- a. **Mar 13, 2010** - Mike McNamara has agreed to host a season launching breakfast at Georgetown, DE
- b. **Mar 20, 2010** - Jack and Sheila Schneider have agreed to host a season launching breakfast at Sky Acres, NY

## APRIL

- a. **April 10, 2010** - Steve Oxman is hosting a Saturday visit to Martin State airport and a tour of the fascinating museum nearby
- b. **April 13 – 18, 2010** - Lets plan a trip to Sun and Fun, Lakeland FL.

## MAY

- a. **May 7-9, 2010** - Paul and Janet Damiano have agreed to put together a weekend event in Mystic Seaport, Mystic, CT. Plan to arrive Fri for dinner, all day Sat in the Seaport, dinner in a local restaurant on Sat night, and fly out Sunday. Bus service to/from Groton (KGON) airport.
- b. **May 14 – 15, 2010** - Formation flying Clinic in the southern Region, details TBA

## JUNE

- a. **June 20 – July 3, 2010** - Our wildly popular trip to Alaska. The event is already sold out, but there is a waiting list for this event, and the possibility of going on the next tour of Alaska!! Visit [www.letsflyalaska.com](http://www.letsflyalaska.com) for more details!
- b. **June 18-19, 2010** - Woodie Diamond has agreed to once again host an NEBG “NASM Become A Pilot Day” Overnight at Dulles KIAD

## JULY

- a. **July 17, 2010** - Mike McNamara is hosting a fly in to KJFK.... that's right... KJFK!!! We will take taxis over to Floyd Bennett field, the old airport next to JFK (now closed) for a tour of the 1930's frozen in time airfield.
- b. **July 26 – Aug 1, 2010** - Bonanzas to Oshkosh!! Whether you fly in formation or not, let's plan a member trip to Oshkosh. Let's face it, if you've been to OSH, you want to go back, and if you haven't been, now is your chance!! Do a formation clinic, and fly with the Bonanzas to Oshkosh in 2010.

## AUGUST

- a. **Aug 21, 2010** - Walter Harris will be hosting a visit to the American Air Power museum at Farmingdale LI (KFRG) .
- b. Isaac Shalom has agreed to host a gourmet luncheon event at the new restaurant at the Lincoln Park, NJ airport. Get a room and spend the nite... enjoy some wine! **Date TBA.**

## SEPTEMBER

- a. **Sept 22 – 26, 2010** - ABS Convention – This is the Big Kahunna event for the NEBG in 2010, as it will be held in our area... Buffalo NY!!! We will need to set up a whole separate committee to run this event, and we need a record turnout!!! Just plan on going NOW!!!!

## OCTOBER

- a. **Oct 2 - 3, 2010** - Helicopter Museum, Brandywine PA. Check it out at [www.helicoptermuseum.org](http://www.helicoptermuseum.org) They have an annual event where they pull them all out of the hangar and fly them. I think we can talk Rich Campbell into hosting this spectacular event. Can be a day trip or an overnight!!
- b. **Oct 13 - 17, 2010** - Steve Oxman will host the Tullahoma Beech Heritage Museum fly in. The BHM is a MUST SEE for all beech drivers!!
- c. Steve Oxman will host a weekend event, dates TBD, at Nemaocolin resort!! This will be a luxury 4 star event that you will not soon forget!! **Dates TBD**

## NOVEMBER

- a. **Nov 13, 2010** - Fall Planning meeting for 2011. We will move the location to (RDG) Reading, PA, and Rich Campbell will host it.

# Breakaway to Delaware! - March 13

by Mike McNamara

If you are going, let me know: [mikemcnamara88@aol.com](mailto:mikemcnamara88@aol.com) or (the day of the event) 610-220-3140 cel. GED March 13, 9AM.

Georgetown, DE (GED) is also known as Sussex County Airport. Note that they closed runway 13/31 (a quirky narrow runway with no parallel taxiway) and built a \$5M new runway, 10/28.

Right in the middle of runway 4/22, right on the ramp is the Lighthouse Landing Restaurant. This is definitely a slightly upscale restaurant at bargain prices. The linens are real, and so is the silverware. The window seating looks right out over the ramp, where all those beautiful Bonanzas (and a few Barons) will be parked on March 13. The cream of crab soup was fabulous. The restaurant is fairly large as these places go. I was there on a blustery weekend in January & it was empty except for a very few patrons.

The Georgetown Air Museum is a nice little place open sporadically on Saturdays & Sundays, 10AM to 4PM. The star of the show is the B-25, a WWII aircraft made famous by Jimmy Doolittle's takeoff from an aircraft carrier to bomb Tokyo. This B-25 really flies! In March, the B25 is unfortunately down south on the air show circuit.

An unusual feature of the museum is the fabulous collection of books, videos & documents donated by Jeff Ethell. Jeff was killed in 1998 in a P38 accident. Jeff has an interesting history; he was the first westerner to fly a MIG 29. The library is on the second floor of the museum. You can read anything you want but nothing can be taken out.

Rehoboth Beach, Delaware, is only 30 minutes away, and rental cars are available; just call the FBO. The AOPA directory shows rental cars available from Enterprise 302/855-2355 and Kent County 302/855-2355

Rehoboth Beach has a famous, mile long boardwalk, which should be good for a nice walk even in March. Spend the weekend!

Rehoboth Beach, DE is a year 'round beach town! Combining historic charm & contemporary excitement, Rehoboth has over 200 boutique shops, galleries & spas, 40 hotel and B&B's, over 100 gourmet restaurants, casual eateries & spots for sweets and treats! Come for the Boardwalk, mini-golf, arcades, kites, cabaret, wildlife, cozy fireplaces, jazz & more! From sophisticated dining and upscale shopping to beach fries and boogie boards.

[Mikemcnamara88@aol.com](mailto:Mikemcnamara88@aol.com)  
610-220-3140 cell



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# A Winter Break at Sky Acres - March 20, 10:00am

by Sheila and Jack Schneider

March often seems to be one of the longest and dreariest months of the year so it is a good time to get in the air and take a break. Come join us for a first class breakfast at the Perfect Landing Café. Last year we had a record turn out with 70 people and 45 airplanes! As you can imagine, the weather was top notch with views of the Hudson River and Catskill Mountains from any approach. It's even a beautiful spot with less than perfect weather.

Sky Acres is a real country airport 9 miles east of POU and the Hudson River in the midst of what is called the Hudson Valley. The 3800 ft. runways are 35 and 17 with an interesting slope, depending on which way you are landing. A big improvement, however, over the sidewalk-width runway in the past which some of you may remember - it was a great for training! It is a busy airport with a lot of hangars and fuel is available (unfortunately no discounts). There are constant improvements so no worry that it will turn into a housing development any time soon!

The Perfect Landing Café is right in the red terminal building which was a barn at one time and has a distinctive silo. It is still operated by Cindy Anderson with the help of her entire family and her best friend Terry – the expert in the kitchen. All who have been can attest to the great breakfast.

Whether or not you have come in the past grab your calendar and ink us in! Plan to arrive at 10 a.m., enjoy breakfast and then watch a Dynamic Balance Demo afterward at Jack Schneider's hangar just down the hill.

Anyone who is interested in making a weekend of it check out the area at [dutchesstourism.com](http://dutchesstourism.com). Rental cars will pick you up at the airport if desired.



Let us know your plans at: Home: 845-677-8445 Cells: 203-942-1602 203-482-3456 Email: [sheilajack2@earthlink.net](mailto:sheilajack2@earthlink.net)

# NEBG flies to Martin State Airport! - April 10

by Steve Oxman

NEBG will be touring the The Glenn L. Martin Maryland Aviation Museum ([www.marylandaviationmuseum.org](http://www.marylandaviationmuseum.org)) at 11:00 AM and will be having lunch at 12:00 noon at Carson's Creekside Restaurant (410-238-0080) right next to Martin State Airport (KMTN). After lunch, we will be touring the museum learning center and its outdoor aircraft display. Please plan on arriving at 11:00 AM the latest. Ted Cooper and some of the museum volunteers will be greeting us. This Museum has a lot of information on the Martin Aircraft Company (producer of many airplanes including the B-26). Please land and park in the public parking area at the airport. We will be picking you all up and transporting you to the museum, the restaurant, the learning center, and the outdoor aircraft display area; and then back to your planes. If you have kids, please let us know and we can make arrangements for them to have some fun in the learning center. The NEBG host for this event is Steve and Judi Oxman (home is 410-956-3080 and cell for Steve is 410-703-2473). If you check out KMTN on AirNav, you will learn that the field has one large runway, approaches, and facilities. Please remember that KMTN is close to the SFRA, therefore, the SFRA training on the FAA web site is required to fly into this field. Hope to see you there! Fly Safe, Steve



## NEBG Introduces New Member Recruitment Rewards

Do you know someone that would benefit from a membership in the North East Bonanza Group? Perhaps a fellow Beechcraft owner or pilot? Perhaps someone that simply has an interest in the Beechcraft airplanes and would enjoy joining us at one of our many annual fly-in events? Well there has never been a better time to recruit new members!

The North East Bonanza Group announces the new Recruitment Rewards program which can earn free annual memberships! Here is how it works: Whenever someone fills out the membership application on-line, or sends their application information to me, they now are asked how they heard about the NEBG. One of the ways that they can choose is being recruited by an existing NEBG member. If the applicant makes this selection, then he/she is presented with a list of current members to choose from. Once the applicant pays for his new membership, the current member that he indicates in the application will receive a free 1 year extension of their NEBG membership! Once the applicant pays for his membership, you will automatically receive an email announcing your membership extension. **It's just that easy!**

# NEBG Goes Whaling! - Mystic Seaport, May 7 - 9

Paul and Janet Damiano, Hosts



Put your sea legs on and come join us for a sea voyage back in time as we spend a romantic weekend at the historical Mystic Seaport in Mystic, CT! Those pirates among you will fly into Groton, CT (KGON) on Friday afternoon, May 7, 2010, and be whisked by coach over to the Majestic Hilton Mystic Hotel!. We have gotten the very special discounted rate of \$149 per night, double occupancy. The Hilton is a short  $\frac{3}{4}$  mile walk to the old Mystic Seaport complex. On Friday night, we will enjoy a cash bar and catered dinner right there at the hotel. For those that do not want to or can't make it in on Friday night, you can join us at the hotel on Saturday morning! On Saturday morning, we will walk down to the seaport, and be given a guided "virtual tour" of the complex before we launch off on our own to explore all the seaport has to offer ([www.mysticseaport.org](http://www.mysticseaport.org)). We will join up for lunch at the newly renovated "Latitude" restaurant for a fabulous seafood luncheon! After lunch, we will walk over to the Charles W Morgan whaling vessel for a historical overview, tour, and some fun group photos. Then it's back to the hotel for some rest and relaxation!! Cocktails at 6PM in the Hilton lobby bar, where we will then break off for dinner in a local restaurant. Sunday morning, everyone is on their own to linger for more enjoyment of all that Mystic has to offer, or to head back on the hotel shuttle for the airport for departure at your leisure.

This promises, weather Gods permitting, to be a fabulous, romantic weekend getaway for all. Janet and I hope you all can make it. Just let us know who is coming, and when you plan on arriving. If you are planning to attend, you need to

Call Hilton Directly at 888-237-1366, it is for the Mystic CT Hilton, and you are with NEBG

Be sure to reserve early, as there will be a mid April cutoff date to get the reduced group rate of \$149 per room, double occupancy. Also, if you could, drop me an email letting me know you have reserved your room, so I can keep a running total on rooms reserved. Also, if you plan on driving in, let me know that too!!! We may need your car to help move folks around!!!

Paul and Janet Damiano, [pjdbonanza@msn.com](mailto:pjdbonanza@msn.com)  
cell 860 306 3441



# NEBG NOTAMS



## 1992 Honda Goldwing with Tour Trailer

I have a 1992 Honda Goldwing for sale. 1500cc, full dress touring machine that is teal in color and includes color-matched touring trailer. One year old tires, freshly serviced, new battery, includes 2 tour helmets with built in intercom. A great machine that just needs to be ridden; love the bike but do not have time to ride anymore. \$7500 includes everything! Lets talk! Contact Mr. Woodie Diamond Sr., Email: woodie@aviatorman.com or Call (304)724-8339

## PARTNERS WANTED



### ½ share partner in 1960 BE-33 Debonair.

U King IFR platform, IO-470 in great shape half way to TBO, engine monitor. 8 inside and out. Very economical to operate. In great shape. Hangared in Portsmouth, NH. Needs to fly more (don't they all). Contact Burt Dibble: Email: bdibble@att.net or Call 603-770-3750



### Partner Wanted for V35

I am looking for up to three partners in my V35B Bonanza, N1094W. I want to see my airplane fly more. It is hangared at Ridgely Airpark (KRJD). This is near the town of Ridgely, MD in the middle of the Delmarva peninsula. Visit <http://www.easternshore-flying-club.com/> for details. Contact Mr. David Heberling, Email: david@smoothlandings.us or Call (202)486-6938

## DYNAMIC PROP BALANCING

If you would like to make your nice Beechcraft a nice SMOOTH Beechcraft then try out Jack Schneider's offer to do a dynamic balance on your power plant for only \$100! Free if it doesn't need it. Jack is located at Sky Acres Airport , Millbrook NY (44N).

Contact: sheilajack2@earthlink.net or  
NY Phone # 845-677-8445  
Block Island Phone # 401-466-2732  
Cell Phone # 203-947-1602

**IF YOU HAVE NOTAMS OF INTEREST  
FOR THE MEMBERS OF NEBG,  
PLEASE E-MAIL YOUR ITEMS TO:  
WEBMASTER@NORTHEASTBONANZAGROUP.COM**

## Alaskan Adventure

By Robin Morhouse

One of the most memorable experiences that I was fortunate enough to have was the opportunity to travel through Alaska with my grandfather and my step-grandmother, Dr. Edith, as we called her back in 1973.

My grandfather had flown in every other state and thought an adventure through Alaska was due. Add the love of flying and travel to the mix and you have a great summer plan. As much as I needed to start working toward college this seemed like to good an opportunity to pass up.

The plans were made, but as always there was something or someone delaying us. In this case it was a Bell 47-G.

The Bell helicopter had been part of joint venture that just wasn't earning enough to continue. But, of course, just as the time to depart on our Alaskan adventure



approached a man from Texas appeared and he had developed an interest in acquiring the 47-G.

The 47-G had an oversized bubble with a large bench seat behind the pilot.

One test flight after another occurred as two weeks went by at Orange County airport in New York. Yet, still no offer. Enough was finally enough and off we went in the Baron.

No ordinary Baron. This Baron was the predecessor to the Duke. It carried oxygen for high level flying and was turbocharged to get there in a hurry.

The first leg took us to Michigan for fuel and then to Rapid City, South Dakota.

An old friend, Clyde Ice, and his family resided there. Clyde was of the same breed as my grandfather - crop dusting well into his nineties and operating a combine to get the crops in till almost one hundred. Of course he also ran an airport.

They loaned us a car for the ride to Mount Rushmore on our arrival. The beauty of our timing allowed us for daytime and evening viewing under the lights. I am sure they knew that was the case!

In a prior trip to visit Clyde Ice my grandfather had made it to the field just as the oil pressure was starting to drop in his Model C Bonanza. Yes, he was running out of oil quicker than fuel. And yes, it was time for a top overhaul. The shop at the field was pretty busy, but they offered up their tools and some hanger space so he could do it himself. Of course that is what he did. Only to enjoy there company that much longer each evening after a day at the airport.

No such trouble for us on this trip. The Baron was operating flawlessly.

Our next leg took us into Canada. A stay in Edmonton was followed up by a visit to Banff. Now it was starting to get to be rough country. The weather was still cooperating, but that proved to be a real problem later on. The view of the AlCan Highway and surrounding mountain ranges were stunning.

We made a small faux pas on the entry back into the U.S. During the flight to Fairbanks we noticed an issue with one of the radios. In a moment of haste we took off from Fairbanks and landed again at a nearby field to have the radio issue addressed, but we forgot to make the required stop at customs first. Customs did not appreciate that.

The field we went into was only about 2500' long. I strongly recall thinking that I would not have attempted to get into and then out of that strip - not with the load we had, and definitely not in the Baron.

Fortunately, the tanks were light on fuel. Nonetheless, my grandfather made it look easy. I still remember being at the end of the runway, brakes on as he throttled up to full power. The end of the runway looked perilously too close long before the brakes were released. That would have really been a bad time for a misstep with an engine.

We returned to that strip again after a very nice visit with customs. And I mean that. The man we worked with was very professional and courteous. I wonder how such a slip up would be handled these days?

Fairbanks was a wonderful place and it seemed that everyone we dealt with had such a friendly and pleasant demeanor.

And although our initial plan had been delayed it seemed to actually help us run into various special events all along our journey.

As the trip moved on we visited Anchorage, Kodiak, Kotzebue, Sitka and Juneau. In Anchorage my grandmother had family and friends that had access to a (company) retreat overlook-



ing Anchorage - a beautiful log style facility that was designed to impress. I can only imagine the winter view.

The flying weather suddenly seemed to be a challenge almost every day. In fact, the trip to Kotzebue was originally planned to be to Nome, but the weather never improved there. We wanted to fly above the Arctic Circle and Nome was originally the first choice as 100LL fuel was not easy to come by at Point Barrow back then. Kotzebue was above the Arctic Circle and had a nice airport and accommodations. It was very strange having daylight all the time.

The instrument approach to Juneau was really interesting. If we had not broken under the ceiling I never would have appreciated the various 'hills' we had to navigate by, like a labyrinth, to land at a soggy Juneau.

The rain didn't quit for most of the time there. We weren't sure when we would see the sun again.

The next leg of our journey is what really showed me what a great pilot my grandfather was and inspired this story.

When you have the luxury of a turboprop and oxygen you can do some interesting things. My grandfather had been doing quite a bit of preparation for our departure from Juneau and it wasn't until the flight that I was able to piece together what he was up to.

He filed to fly to Seattle from Juneau at 29,000'. It turns out the jet stream was very favorable and to take advantage we really needed to climb as high as possible.

We were ready to go, but he delayed for an hour by suggesting we get something to eat before leaving. That really wasn't like him, but at the moment it did not register as an issue.

When we did finally rotate it was not long before we broke through the overcast.

It was wonderful to actually need sunglasses. The mountains were jutting through the clouds everywhere, but seemed less impressive as we passed through 25,000'.

At 29,000' the turbine inlet temperature actually was a bit on the high side so a request was granted to slip back to 27,000'. Yet, the cockpit heater was working overtime to offset the over 25 below OAT.

Jet stream enabled we were cruising at over 500mph for a good portion of the trip. The controllers asked for confirmation of type at one point. My grandfather was more than happy to confirm type. He heard that clearly on the first take.

The planning for this trip involved another important factor. Seattle was shrouded in fog when we departed Juneau. With only four hours fuel the tailwind was more than a bonus, it was a requirement to ensure a sufficient reserve to continue on to Oregon, should that become necessary.

Just as we started a slow descent to Seattle the fog was starting to lift. We easily were able to cancel IFR and land with fuel and oxygen to spare. That delay before departure was not by accident after all.

I still can't get over the level of planning that preceded that flight, but as time went by it became clear that it was much more than just planning. The level of experience behind the planning was truly the key to such a great ride. Too bad we couldn't enjoy the view of the ground along the way. That will have to be another journey.

Oh, and the man from Texas did finally purchase the Bell.



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# SECRETARY NOTES by Woodie Diamond

Ending Active Membership Count: 262

New Members: 4

Lost Members: 5

Renewed Members: 12

## February 2010 Membership By the Numbers...

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### The entire NEBG welcomes the following new members to our family of happy fliers!

- Mr. Douglas Fortnam from Nashua NH.
  - Dr. Lorne Sheren from Chatham NJ.
  - Mr. Raj Soni from Dayton NJ.
  - Dr. Earl Weener from Sherwood OR. who joins us with copilot Mrs. Linda Weener
- 

### The following NEBG pilots renewed their Membership. Thanks for continuing to fly with us!

- Mr. H.r. Cronrath from Laureldale PA. with copilot Mrs. Vivian Cronrath
  - Mr. David Defieux from Brightwaters NY. with copilot Mrs. Janice Defieux
  - Mr. Louis Fitzpatrick from Malvern PA. with copilot Mrs. Joyce Fitzpatrick
  - Dr. Harold Gottlieb from Great Neck NY. with copilot Mrs. Marlyn Gottlieb
  - Mr. Herman Hassinger from Block Island RI.
  - Dr. Steve Hurst from Suffern NY.
  - Mr. Edward Jepsen from Bloomfield CT.
  - Mr. Charles Lejambre from New Britain CT. with copilot Ms. Cynthia Wood
  - Mr. Lee Partyka from North Haven CT. with copilot Mrs. Robin Partyka
  - Mr. Thomas Philippou from Harvard MA. with copilot Mrs. Ramae Philippou
  - Mr. Leo Slaggie
  - Mr. A. stanley Voket from Harwinton CT. with copilot Mrs. L. nanci Battistoni
- 

### The following NEBG members have "Fallen out of Formation" this past month. We've treasured their membership and participation in the NEBG and wish them blue skies ahead!

- Mr. Sam Coates from Reidsville NC. with copilot Mrs. Donna Coates
  - Ms. Jenny Elsenrath from Fairfield NJ.
  - Mr. Chris Lavin from Westport CT.
  - Mr. Ron Lecates from swedesboro NJ.
  - Mr. Ross Spath from Brown Mills NJ. with copilot Mrs. Susan Spath
- 

**Time To Renew!** The North East Bonanza Group treasures each and every member and hates to see one fall out of formation! It's so easy to renew your membership, either by check or credit card. To pay by credit card, simply visit the NEBG website (<http://www.northeastbonanzagroup.com>) and locate the Member Renewal box located on the left side of the screen. Select the length of renewal, enter your name in the space provided, and click the PayPal button. To pay by check, please forward \$25 for one year, \$40 for two years or \$50 for 3 years to Woodie Diamond, NEBG Secretery, 307 Johnnycake Lane, Harpers Ferry, WV 25425. woodie@aviatorman.com (304)724-8339

### The following memberships will expire shortly:

Mr. Andrew Berman  
Mr. Kenneth Bowen

Dr. Jeffrey Epstein  
Mr. Craig Fuller

Mr. Brian Mccarthy  
Mr. Henry Mosely

Mr. Doug Olson  
Mr. Michael Sobota  
Mr. C Swartz

# *NORTH EAST* **Bonanza Group**

**FEBRUARY 2010  
NEWSLETTER**



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