

# East Hill Flying Club “The Frequent Flier”

May 2008 1953-2008

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## Thank-You Everyone Helping: Young Eagles was a Great Success!



The weather gods blessed us with a beautiful day Saturday May 10<sup>th</sup> and we flew **96 Young Eagles**. Thanks to the many pilots who donated their flight time and aircraft for this mission! In the “learning centers” we saw many more people, including the YE parents and siblings. This public outreach is essential to the future viability of the club and the excitement is contagious and puts a smile on everyone’s face! Thanks especially to the “Team Leaders;” Doug Cross, Brian Kennedy, Mike Thompson, Tim Fallon, Bob Chiang, and Frank Adelstein at each learning center who really helped make the education area function. Betsy Grigoriou, Joanne Taormina, and Amelia Habicht made sure that the kids got to the planes for their flights and received their first flight certificates. Taughannock Aviation pumped all the fuel at a discount and the tower put on a full staff to help the flights sequence smoothly. Great work everyone!

## Pancakes Rapidly Approaching... Father’s Day Breakfast June 15<sup>th</sup>!



The annual Father’s Day Breakfast is fast approaching with all the excitement and fun. Each member will receive a poster and four tickets to sell or give away. Let all your friends know about this event! If you have ideas for fun ramp attractions, please let David or Peter French know. This is how we came to have the raptors on display. Ron Babuka works with this group and they have become a popular part of the breakfast experience. The ScienCenter table is also a fun attraction for kids. Our goal is to provide a great breakfast and a fun experience for the whole family. Of course we also want to let them know more about the club and the experience of flight.

## Canadian Adventure to Toronto!

By Brian Kennedy

For the four years that I have spent learning and flying at East Hill, Toronto has beckoned as the ultimate day trip for any adventurous East Hill pilot. International airspace, a shoreline approach to an island airport which literally lies in the shadow of Toronto’s CN Tower, and the necessity of making at least three landings along the way (to clear

customs), and this cross-country promises just the right blend of challenge and reward.



My trip to Toronto materialized when I found an equally enthusiastic partner in crime in fellow Cornell student and East Hill member Eric Estey. A trip to Toronto may be intimidating for low time and experienced pilots alike, but needlessly so. Eric and I met the week before the flight to discuss the details of international flying. Essentially, they include remembering to bring passports, printing and filling out a US customs form, and obtaining the contact information for both US and Canadian Customs and Border Patrol. There is also a requirement for the Pilot in Command to possess a Radiotelephone Operator's Permit, as well as a customs sticker for the aircraft, although customs almost never asks for these anymore. I paid \$60 for my permit, which arrived in just 4 days, but the customs officer was unconcerned about either the permit or the sticker!

With our paperwork in order, we set off on a clear Sunday morning in the Mooney. 6000 feet above the emerging greenery of New York State, we marveled at the smoothness of the air and regretted not bringing along some uninitiated passengers to enjoy the serene ride. VFR sightseeing procedures over Niagara Falls, ended up being less challenging than they were made to be. I do recommend bringing a co-pilot along to remain vigilant for traffic and to man the camera, but otherwise the procedure is straightforward and well worth the effort.

From Niagara Falls it is a short 35 minute flight around Lake Ontario to Toronto's City Centre airport.. This

airport is a gem, the type of airport which evokes the romantic adventurism which drew many of us pilots to aviation in the first place. Like the old Meigs field in Chicago, the airport is separated from the mainland by a small channel, and also like Meigs, rumors have circulated about its destruction.

Regardless of their truth, these rumors present all the more reason pilots should make the pilgrimage now! The final approach to City Centre parallels the shoreline and the cluster of buildings that make up downtown Toronto, and it takes all the discipline a pilot can muster not to turn one's head to marvel at the proximity of these buildings while on final approach. Aside from the Hudson River corridor which allows pilots to inspect the Manhattan skyscrapers, I can't think of another destination where one may legally fly so close to the heart of a city.

We were told that Canadian customs rarely sends an agent to check documentation, and such was the case for us. One quick call from the cockpit and we were on our way. The shortest regularly scheduled ferry (less than one minute!) connects the airport to the mainland and from there the sights, smells, and most importantly, tastes of Toronto are literally steps away.

The return trip requires a stop at a US airport of entry; for flights to Ithaca, Buffalo is along the way and didn't add more than 30 minutes to our journey home. The most important thing to remember with regards to customs is to call both Canadian and US customs at least 2 hours before your arrival, arrive within 15 minutes of your scheduled arrival and do not arrive early. Even if they do not exercise their right, customs officials want the opportunity to inspect your plane and your paperwork, and it rankles them to see your airplane on the ramp before they arrive. If you do find that you will be late or early while enroute, simply ask ATC to update customs on your arrival time. My only regret about our trip to Toronto was that I hadn't made the flight sooner. The next time the day dawns bright and clear, steal an airplane and a fellow East Hill pilot and go experience a day trip you won't soon forget!

**Board Meeting: May 22<sup>nd</sup>**