



# The WFC Flyer



A Publication of the Williamson Flying Club, Inc.

SEP 2009

## Important Dates:

### General Meeting

Sep. 10, 2009  
7:00 PM, Clubhouse

### Dinner Dance

Sep. 12, 2009  
Dinner Dance has  
been cancelled

### Board Meeting

October 1, 2009  
7:00 PM, Clubhouse



Bob Fratangelo on short final

## *Flying to Canada* by Joe Ebert and Bob Robideau

Several club members have expressed an interest in flying to Canada. As you probably know, flying to Canada requires a little more preparation than flying to Melony's for breakfast. There are requirements for the aircraft, the pilot and most recently the passengers. This article provides a brief overview of the rules for international flight, but it is only an overview. Don't risk your certificate on the information presented here; have Mike or another flight instructor review your flight plan.

Some of the information in this article comes from [AOPA online](#). Select the Flight Planning and International Flying tabs. There is a great deal of information on [flying in Canada](#) available on the AOPA site, but it is in the members' only area.

### Aircraft

We all learned that the first step in any preflight is to verify that the plane has the ARROW documents.

These are:

- Air worthiness certificate
- Registration certificate
- Radio station license
- Operating Manual with operating limitations
- Weight and Balance Data.

While the radio station license isn't required for flights within the US, all of these documents, including the radio license are required in Canada. Chris Karpenko is obtaining radio station licenses and Customs and Border Protection (CBP) decals for '42R and '85X. At this time, these are the only club planes which will have radio station licenses. The aircraft must have a mode-C transponder and either a 121.5 MHz or 406 MHz ELT. AOPA says that proof of liability insurance must be carried in the aircraft. This documentation can be obtained from a club officer.

### Pilot-in-Command

- Passport
- Pilot Certificate **with English proficient endorsement.**
- Medical Certificate
- Restricted radiotelephone operators permit

The radiotelephone permit must be obtained from the FCC. You can get one online here: <http://wireless.fcc.gov/commoperators/index.htm?job=rr>. There is no test, but there is a \$50.00 fee. The permit is valid for your lifetime.

## Flight Rx by Dr. Pam Tarkington

### HYPERTENSION (HIGH BLOOD PRESSURE)

It might be a surprise to learn that 66 million Americans have hypertension. Of all of these, only about 60% know that they are affected and 45% of those that are aware of the diagnosis are treated - but of those only 35% are receiving adequate treatment. Hypertension increases with age and is more prevalent in Afro-Americans. The two major complications of this disorder are Myocardial Infarction and stroke.

At the present time, blood pressure is classified into 4 different parameters:

1. normal: <120/<80
2. pre-hypertension: 120-139/80-89
3. stage 1: 140-159/90-99
4. stage 2: >160/>100

Your blood pressure should be taken at rest and at least 30 minutes after the consumption of caffeine or tobacco. You have hypertension if there are a couple of readings > 140/90. As a general rule, if you only have one reading above this parameter, you do not, officially, have hypertension.

Usually, home blood pressure readings are more significant. Under normal conditions, blood pressure is lowest at night and increases during the daytime.

In 50% of cases, those with pre-hypertension will develop true hypertension within 4 years. Hence it is important that you have your blood pressure checked at least every 6 months if you are over 30 years old. This does not mean at the local drug store or Wal-Mart.

There are several diseases that can cause hypertension (coarctation of the aorta, Cushing disease, sometimes pregnancy, hyper and hypo thyroidism, certain kidney disease, etc). As a general rule, hypertension usually begins at ages 30-55. Hypertension is made worse by



obesity, smoking, excessive alcohol, salt intake and lack of exercise.

In those patients with hypertension, there is an increase incidence of congestive heart failure, cardiac arrhythmia (abnormal beating of the heart), myocardial infarct and sudden death. If the hypertension is treated, the incidence of congestive heart failure can be diminished by about 50%.

Those with hypertension have a greater incidence of stroke. In addition, patients with hypertension have a higher proportion of dementia and controlling the hypertension will significantly reduce said risk. High blood pressure also leads to kidney failure and this is also reduced by controlling hypertension. Achieving better control of hypertension also reduces complication of atherosclerosis (hardening of the arteries).

The bad part about hypertension is that usually there are no symptoms and it is diagnosed only if the blood pressure is checked. Also, all of the medications used to treat hypertension have POSSIBLE side effects. However, if you do experience any side effects, these can usually be worked out with your physician: the consequences of not receiving adequate treatment for hypertension are generally more severe.

## **CANADA**

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It may take several weeks for the FCC to send you the permit, so if you even think you might be flying internationally, you probably should get a permit. As I said, they don't expire.

The English proficient endorsement is a new requirement on US Pilot Certificates to bring the document in accordance with ICAO requirements. It seems silly, because in the US one cannot get a Pilot Certificate unless they are proficient in English. However, your Pilot Certificate must have the statement "Proficient in English" on it. For US pilots, the way to get this is to simply order a new Pilot's Certificate by going to the FAA Website at: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement/](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/)

It takes between 4 and 6 weeks to get your replacement certificate.

### **Passengers**

- Every passenger must have a Passport
- Children traveling with only one parent must have a notarized statement of approval from the absent parent stating the dates of the trip.

### **Customs and Border Protection (CBP)**

#### **User Fee Decal**

<https://dtops.cbp.dhs.gov/> These must be replaced annually at a cost of \$27.50. Chris Karpenko is getting them for '42R and '85X.

#### **eAPIS**

Since May 2009, all international flights to or from the US must file an electronic passenger manifest at least one hour before departing or arriving in the US. It is not possible to file by phone or in the air! AOPA Air

Safety Foundation has a free online course, "[Understanding eAPIS—A Pilot's Guide to Online Customs Reporting](#)" that will guide you through the process.

eAPIS is not required for overflights that originate and end in the US without landing in Canada. You must file a flight plan to overfly Canadian airspace.

### **Departing the U.S.**

- All aircraft must be on an activated IFR or VFR flight plan.
- All aircraft must make their first landing at a Canada Border Services Agency (CBSA) airport of entry. <http://www.cbsa-asfc.gc.ca/contact/listing/indexpages/indextype5-e.html>

You are required to provide advance notification to CBSA by calling 1-888/CAN-PASS (226-7277). You must provide notification no less than two hours prior to your arrival.

### **Returning to the US**

- Your first landing in the United States must be at an U.S. CBP airport of entry. [http://www.cbp.gov/linkhandler/cgov/travel/pleasure\\_boats/private\\_flyers/private\\_flyers\\_guide.ctt/private\\_flyers\\_guide.pdf](http://www.cbp.gov/linkhandler/cgov/travel/pleasure_boats/private_flyers/private_flyers_guide.ctt/private_flyers_guide.pdf)
- If necessary, file an eAPIS arrival manifest. Note that you can file for both legs of your trip before you leave.
- File and activate a VFR, IFR flight plan. Call U.S. Customs Border Patrol at least one hour and no more than 23 hours before your planned U.S. arrival time.

### **It Seems Complicated**

Remember your first Solo Cross Country flight as a student pilot? It seemed like a LOT of work to prepare for a single flight, didn't it? Well, the same goes for flying to Canada. It's a lot of work the first time, but once you have everything in order, it gets easier.