Subject: [c-a] Bahamas Procedures & Clearances

Date: Tue, 25 Jan 2000 06:17:05 -0500 **From:** Ken Brimmer springer-object-10: Com>

To: canard-aviators@canard.com

[The Canard Aviators's Mailing list]

I had so much response I thought I would send this to the entire group.

You first have to get permission to fly an experimental into the Bahamas.

Send to:

Chief Operations Officer Civil Aviation Department Nassau, Bahamas ph (242) 377 5288 fax(242) 377 2166

Copies of your:
Pilots License
Medical Certificate

Repairmans Certificate or an A&P certification of air

worthy ness

Insurance Registration Copy of the Limitations

In addition you will need to send the time period involved - departure airport - route and destination - and ETE. You do not have to send a copy of your radio license. They understand that we no longer need them.

-----Returning to

US-----

It is recommended that you depart and return out of Ft. Pierce (St. Lucie Co.AP). Customs is much easier to work with there.

BEFORE DEPARTURE BACK TO US

1) File flight plan with ADCUS (advise Customs).

The ADCUS is useless as Customs will NOT be notified. That is why you -

2) Call US Customs-St.Lucie by phone (561) 461 1733.

Give them the ETA.

Get the name and badge number of the officer.

Get the inflight Customs freq.() to use to later get your Customs entry number (sqk.#).

AFTER DEPARTURE

1) Call Freeport, or Nassau, Control for flight following.

- 2) As soon as they turn you loose, BEFORE crossing the ADIZ, contact Customs FS using the freq. given by phone above.

 Customs will give you a discrete entry number. Sqk. this number and WRITE it down (SQK#).
- 3) Then contact Miami Center for flight following through the ADIZ. Use the freq. shown on the Miami charts. They will give you a new sqk. (reason for writing the Customs number down.)
- 4) When close to Ft. Pierce cancel flight following and call Ft. Pierce Air Center on 122.95. Tell them your ETA (10 min.??) and ask them to inform the Customs Office on the field. This makes Customs happy. Stay in your plane until they come out to the plane.

Subject: Re: [c-a] Bahamas & Other Islands

Date: Wed, 26 Jan 2000 22:25:38 -0500 From: Curt Smith <csmith@siue.edu>
To: canard-aviators@canard.com

[The Canard Aviators's Mailing list]

This Bahamas thread has been interesting. If you look closely, the most of the "negatives" are from folks that flew "big iron" corporate stuff down there, which probably makes you somewhat of a target.

My own experience has been very positive. I've flown singles there many times over the past 30 years (has it really been THAT long!), including several trips in my Varieze in the late 80's. My last visit was in a 172. Nothing but good weather, beautiful water, and friendly people.

My favorite destination is Georgetown, in the southern Exumas. I usually leave from Ft. Lauderdale Exec. and "island hop" to minimize over water time to Bimini, northern tip of Andros, down the east coast of Andros until you have a straight shot east to Norman's Cay (which is at the north end of the Exumas chain) and then drop down to low altitude to buzz down the Exumas. They are thought by some as being the most beautiful islands in the Caribbean — at least from the air. Who am I to argue? This is the best flying I have ever done and am anxious to get back there with the Long. As I recall, that run took about 2:30 in the Eze.

Georgetown is a small town that has reasonable lodging, many restaurants, beautiful beaches, and great snorkeling. And, of course, the "it's the islands, mon" attitude. Great place. Been to Venice, FL many times and it's not the same! Just depends on what you're looking for.

I intend to spend a significant part of my retirement in a few years doing more research down there in my Cozy. It's a great place. Sounds like you have to be selective, though. My experience suggests to avoid Nassau and Freeport and stick to the out islands.

Curt Smith LE N86CS

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