
Subject: Golf and flying
Posted by [lowreyjs](#) on Tue, 05 Jul 2011 17:17:59 GMT
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Check out FRH French Lick, IN... Donald Ross courses, historic hotels x2 (West Baden Springs dome is fantastic), casino, new terminal building w/service to hotels, reasonable fuel, and site of previous MU2-AOPA fly-in.

Jon Lowrey

On Jul 5, 2011, at 8:21 AM, "Bruce Abel" <bruceabel@triton.net (bruceabel@triton.net)> wrote:

Quote: st1:.*{behavior:url(#default#ieooui) } <![endif--> <![endif--> <![endif-->
Dear All,

I need a destination within one hour flight of the Detroit area for some golf. We have golfed just about every where in Northern Michigan and we are hoping to find someplace in Wisconsin, Indiana, or Ohio. It would be nice to land at a resort and take a golf cart to the hotel from the airplane but those places are far and few between, hence the purpose of the request.

I checked out the Lake Geneva area, specially where the Playboy Club use to be, but the runway is reported as in poor condition, with the asphalt breaking apart. I was worried of FOD. Has anyone been in there lately?

Anyways, if you can recommend a nice golf destination for a guys trip please let me know.

Bruce

From: mu2list-bounces@mu-2aopa.com (mu2list-bounces@mu-2aopa.com)
[<mailto:mu2list-bounces@mu-2aopa.com>] On Behalf Of Richard Shine
Sent: Monday, July 04, 2011 6:21 PM
To: MU-2 Mailing List
Subject: Re: [MU-2 list] Rights or Privledge

As you say it's individual preference, but you can likely equal the fuel price by using contract fuel. While CDW has an adequate runway I kind of like the 6500 ft at HPN especially in the summer.

Sent from my iPad

On Jul 4, 2011, at 5:56 PM, "Dennis Wolf"
<[url=mailto:dennisewolf@gmail.com](mailto:dennisewolf@gmail.com)]dennisewolf@gmail.com
([\[email\]dennisewolf@gmail.com\[/email\]](mailto:dennisewolf@gmail.com))/url> wrote:
Quote:

I don't have a dog in this hunt, but I have to recommend CDW again if you're coming from the west. For the difference in the fuel price (60 cents/gal from a quick scan of Airnav), the probable difference in handling fees, and the cost of vectoring the cost of the limo vs. the train is probably a wash. The train is much less likely to get delayed, however. Pick your poison. My point is that one has to put in a lot of work to make the best choices around here, and the obvious choice is not always the best. Good luck whatever you decide!

Dennis Wolf

On Mon, Jul 4, 2011 at 1:36 PM, Richard Shine <rshine@manitobacorp.com> wrote:
Herb,

Apparently, HPN has a security protocol in place that requires any aircraft that remains on the ramp for more than two hours to be secured. Many of the FBO's use a wheel boot such as you found attached to your airplane. I think the real issue here is customers service (or the lack thereof) by Panorama in this case. They should have been removing it from your airplane as you paid your invoice and once you got to the aircraft you would have been ready to go. There are a number of FBO's at HPN and if you feel this airport is a convenient one for your use, I would try another FBO next time. As I previously stated, I usually go to Millionair, although before Millionair bought it, I did have an incident with my airplane being refueled with avgas. This incident gave me the opportunity to get to know the owner who still manages it for Millionair and he defueled the airplane and sent me out with full fuel at no charge. I like HPN as all the FBO's are very willing to drive you to the train station and you can get to New York's Grand Central Station in about 40 minutes at minimal cost.

Dick Shine

From:

mu2list-bounces@mu-2aopa.com [mu2list-bounces@mu-2aopa.com]
mu2list-bounces@mu-2aopa.com [mu2list-bounces@mu-2aopa.com] On Behalf Of Herb Coussons [drc@wscare.com]

Sent: Saturday, July 02, 2011 7:41 PM

To: MU-2 Mailing List

Subject: Re: [MU-2 list] Rights or Privledge

Panorama. Any info would be helpful. I plan on several trips per year for the next 5 years as my son will likely be living there. Will avoid NY or HPN or Panorama if related to location.

I should have taken a photo of the device. And I did a limited web search and turned up no answers.

Sent from DrC on the iPhone

On Jul 2, 2011, at 5:35 PM, Richard Shine <

(rshine@manitobacorp.com)[url=mailto:rshine@manitobacorp.com]rshine@manitobacorp.com
([email]rshine@manitobacorp.com[/email])/url> wrote:

Quote:That is very strange. I go to HPN a couple of times a year. I always stay for the night and have never had this experience. Which FBO was it? I have a friend who serves on the NBAA board with me who is also on the board of the airport (HPN). I would be happy to ask him if this is airport policy, FBO policy, or something TSA dreamed up. Let me know if you want any follow up.
Dick Shine

Sent from my iPad

On Jul 2, 2011, at 3:00 PM, "Herb Coussons" <
(drc@wscare.com)[url=mailto:drc@wscare.com]drc@wscare.com
([email]drc@wscare.com[/email])/url> wrote:

Quote:I know its been touchy with political topics on list lately, but this directly applies to flying.

I flew into NY for the first time ever. I have flown extensively in the Midwest, South and the West, but never in the Northeast.

On a recent trip KGRB to KHPN I landed on Wed evening, checked into FBO, fuel order and left CC info. Went into the city, called ahead and returned to the airport on Friday evening for return trip. I found the plane locked with a ground lock on the front gear. Thinking this was some sort of policy (pay your bill prior to removing the lock to prevent "drive-offs") I was not real concerned.

Quote:We had to wait about 30 minutes for a lineman because the ramp was busy with arrivals and departures. When he came to unlock, I asked about the policy and he told me this was a law in NY since 9-11 as an anti-terrorist act. If a transient plane was on the ramp for more than 2 hours unattended, it was locked.

Really?!?! Who was asleep at the wheel on this one? Since when do I have to have the right guy with the right key to have access to flying my plane at a public airport?
What happens if the SHTF like it has in NY before and I want to leave?

Does anyone have any other experience with this who routinely flies in the NE?

Dr. Herb Coussons, MD
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