

Ithaca North to Alaska:

An airplane and three guys ready for an adventure



Loading up for departure from Ithaca to Oshkosh and then on to Aklaska

07/26/2011 18:37



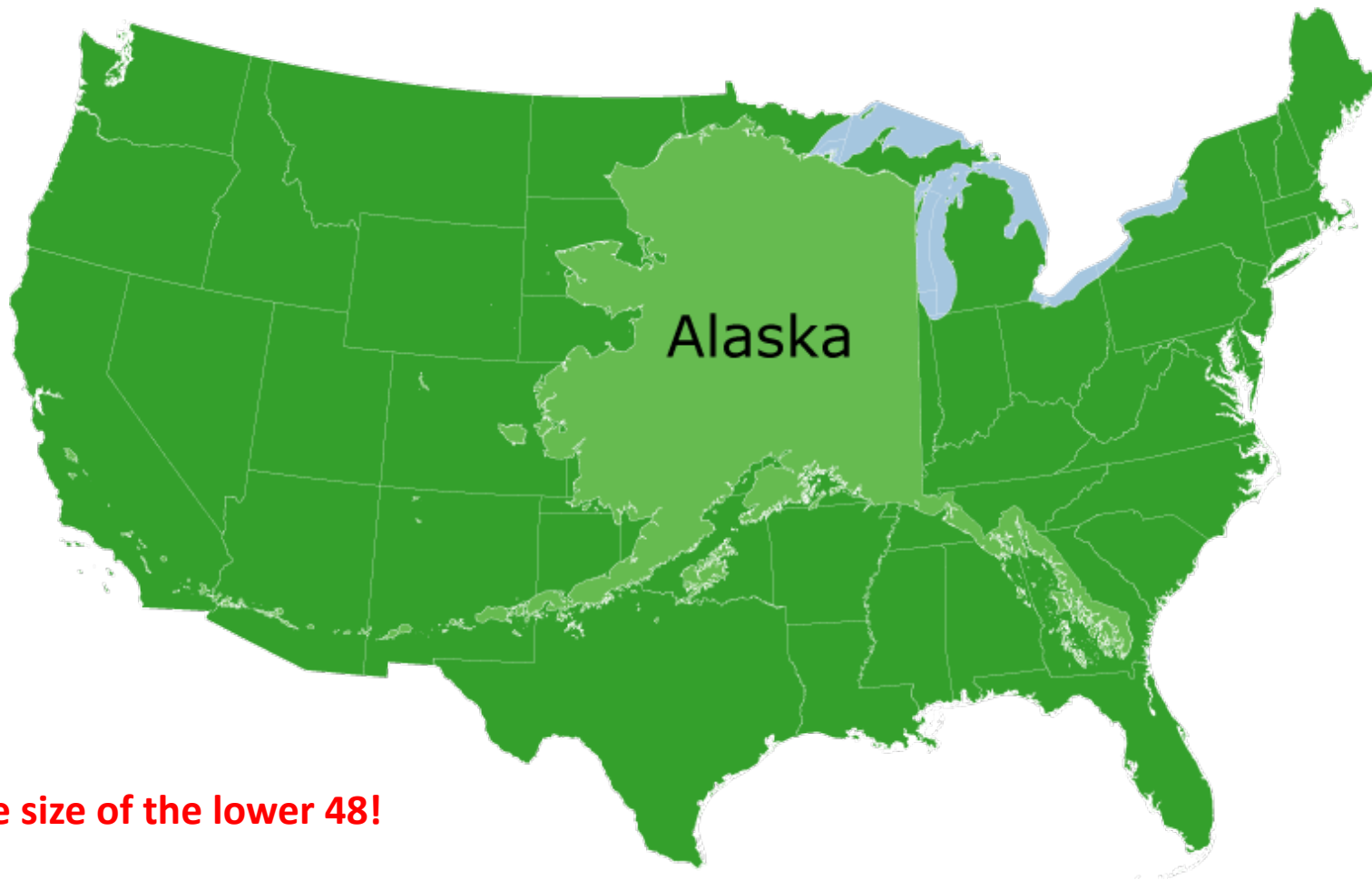
The Plan

- Fly to Oskosh AirVenture and stay for two days
- Depart KOSH for Alaska with three planned routes
 - Wx will dictate which one we take
- There were no pre arranged stops, hotels, tours, etc.
 - We would stop where we wished and hope for available accommodations, etc.
- I had been to Alaska the prior year so I was the rookie guide for some things to see and do.
- If Wx gave me any concern we would just enjoy the moment and move on when it was better.
 - E.g. we would take no risks.
 - Any one of us could scratch a flight.

Ithaca, NY to Anchorage, AK (3,350 nm; almost 4000 sm)



Alaska is a LARGE State!



1/5 the size of the lower 48!

<http://en.wikipedia.org/wiki/File:Alaska-Size.png>

The Aircraft: 1979 Cessna 210/N



- **Cruise @ 75%: 171 kts**
 - 1 flight plan for 155 kts @ 60%
 - **Empty weight: 2,194 lbs.**
 - **Gross weight: 3800 lbs**
 - **Max useful load: 1,618 lbs.**
 - 534 lbs. fuel
 - **1,084 lbs. people plus bags***
 - **Range: 1,065 nm***
 - **Baggage: 240 lbs.**
 - **HP:**
 - 300 on take-off
 - 285 at cruise
 - **Service Ceiling: 17,300 ft.**
-
- ***These two features are very useful on a trip like this**

C-210 Instrument Panel for Alaska Trip

Modern avionics really helps!



JPI 930 Engine Data Monitor



Preparation for the Trip

- Fresh annual inspection of aircraft
- Artex ME406 MHz ELT
- Obtained AOPA Alaska flight information
- Verified insurance coverage for the flight (Avemco)
- Read a lot of Internet info on flying through Western Canada and Alaska
- Purchased books, charts, etc.
- e-APIS procedures: know them
 - *Electronic Advanced Passenger Information System*
 - *To cross international borders*
- CANPASS procedures: know them
 - Canada very friendly and helpful if you follow their rules
- I-Pad
 - Electronic charts for US
 - Still needed sectional charts for Canada
 - Now Foreflight has Canadian electronic data base.

Notes on Flying to Alaska

Important Phone Numbers and Web Sites

- **Nav Canada**
 - Aeronautical Publications
 - Sales & Distribution Center
 - P.O. Box 9840
 - Ottawa ON K1G 6S8
 - Order Canadian charts from them
 - 866 731 7827
- **Weather information in Canada:**
- http://www.weatheroffice.gc.ca/canada_e.html
- (from Larry Baum)
- **e-APIS (updated 17 July 2011)**
 - Sender ID: YYYYYYYY
 - Password: XXXXXXXX
 - Phone for e-APIS:
 - 1 281 227 5511 (Rarely answers)
 - 1-877 227 5511
- **To initiate a manifest:**
 - Log-on to: <https://eapis.cbp.dhs.gov/>
 - File manifest on-line at least one hour prior to departure
 - print out manifest and note Confirmation number
 - Ports of entry phone numbers:
 - <http://www.cbp.gov/xp/cgov/toolbox/contacts/ports/>
- **Can-Pass: (Canadian Customs)**
 - Should call before departure (>2 hours) to Canada
 - Just answer there general questions
 - Call again immediately upon landing in Canada from airplane
 - 1-888 226 7277
 - Get badge number and confirmation number
- **Canadian Wx Brief: 1-866-992-7433**
- **Canadian Flight Service: 126.7 MHz**

Ready to Load Up

(Current Charts, Aircraft Records, Food, Survival Gear, PFD's, Travel Stuff, etc.)

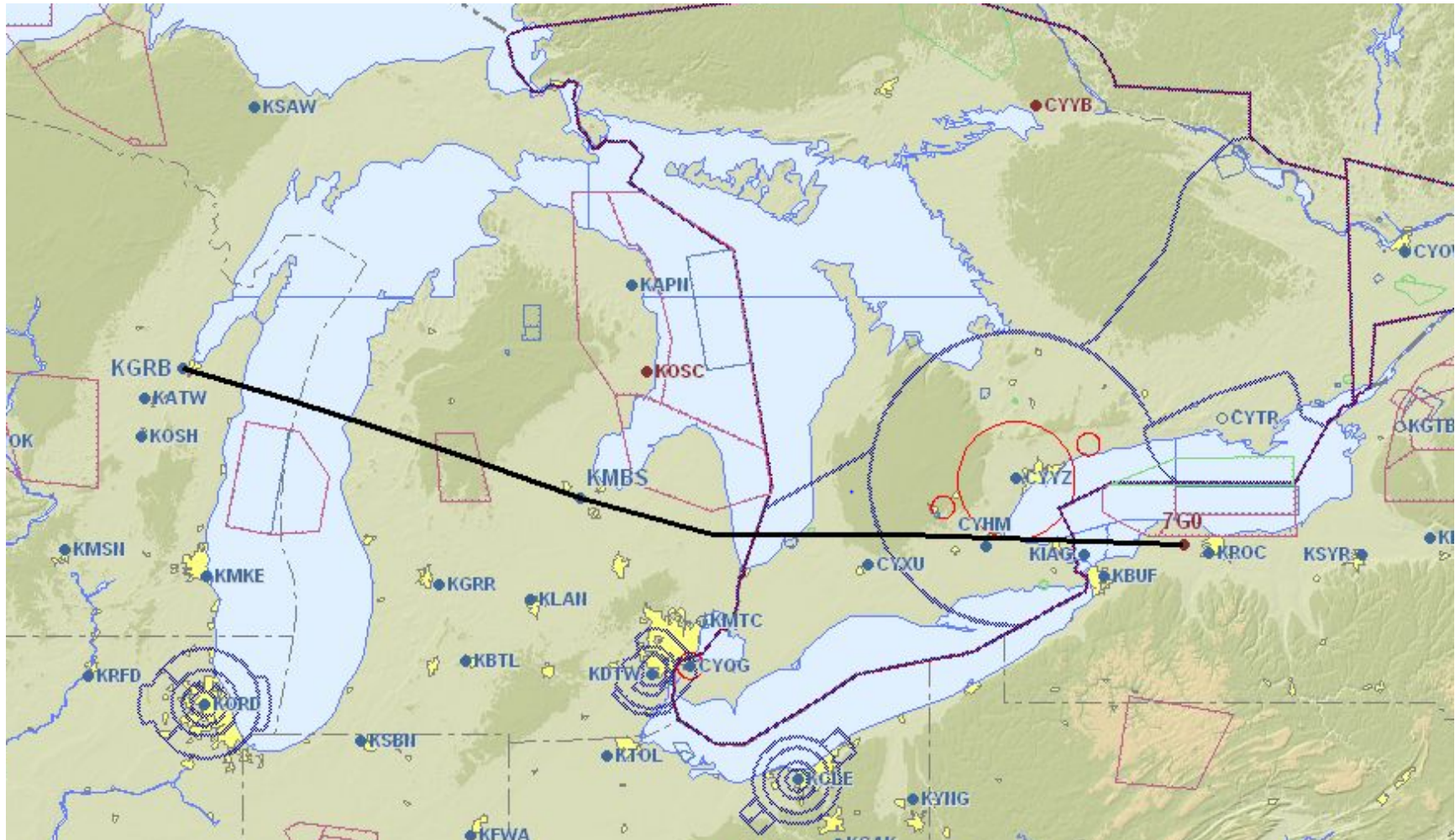


Picked up Tom Henion in Brockport

Ready to Depart for Oshkosh



Brockport, NY to Green Bay, WI (Going to Oshkosh!)



Ready for Take-Off from Brockport



**“Jack, when do you usually lift the gear?”
(AA Capt., Tom Henion)**



Heading for KOSH which looks wet



Lake Michigan; Don't Worry about it: We are 'on top' and cannot see it.



Oshkosh AirVenture, 2011

Avoid this show if you do not like airplanes



Breakfast at the Rays' Pilot-Friendly Kitchen



David and Tom on the KOSH Ramp



Airplanes everywhere: Life is good!

Many Beautiful Aircraft



Larry Baum's Next Aerostar



Sully Talks to Interested Attendees



Such Symmetry...



Landing on a moving Truck



Don't try this at home; landing on a travelling truck

Rocket Truck



Rocket-powered car: 320 mph down the runway

Dreamliner 787 Low Pass Video



The 787 Dreamliner Visits OSH



**Can you Imagine a Smiley Face on
this?**



Sky King's Last 310



Sky King's C-310 now fitted with a glass panel

07/28/2011 21:52

AOPA's Skylane Prize for 2011



I meet Ariel from 'Flying Wild Alaska'



Ariel from the Discovery Channel 'Flying Wild Alaska'

The Ithaca Contingent

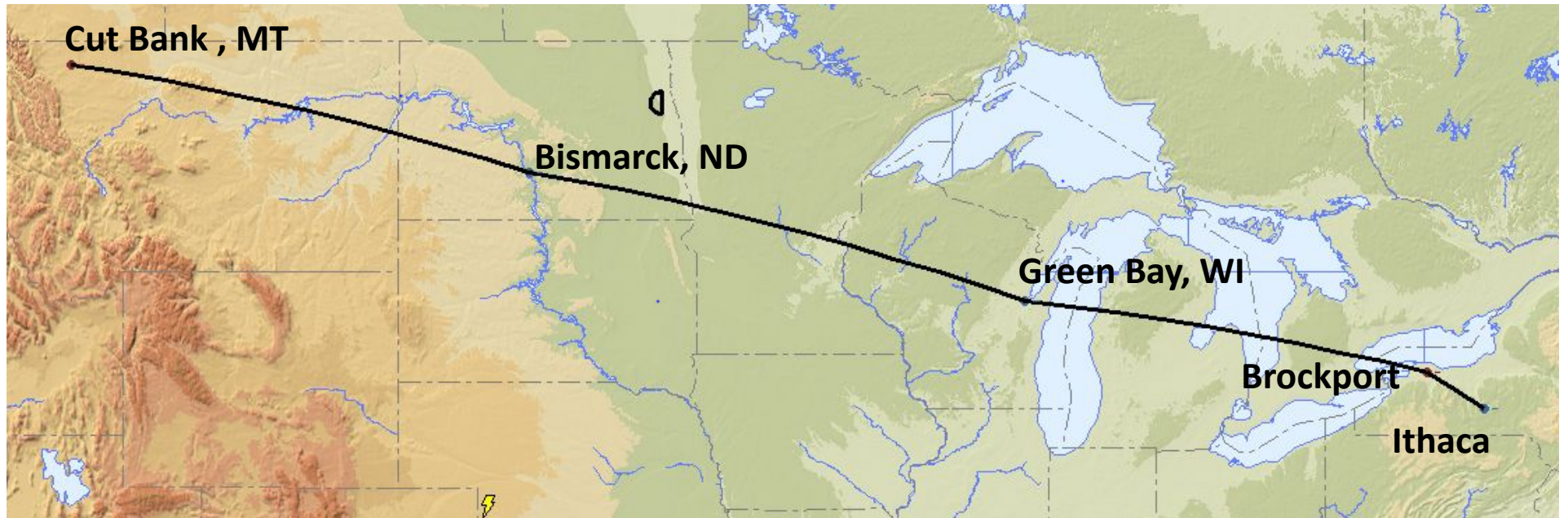


Sleeping Quarters: 20 guys in a Garage full of Cots



Our 'accommodations' for three nights at Oshkosh:
20 guys in a garage on cots

Onward: Green Bay to Bismarck and Cut Bank, MT



Wx ahead, but we can Skirt Around it

it is so nice to have on-board information



Bismark and Other Cities were still Flooded from Summer Rains



Bismarck Business Protects Itself from Flood Waters



Working the phones: One with FSS, the other Motels



Our destination airport in Montana has an airshow and there are no motels! Be flexible and change destination.

Bismarck to Cut Bank, MT

Wide open spaces and 'severe clear' visibility



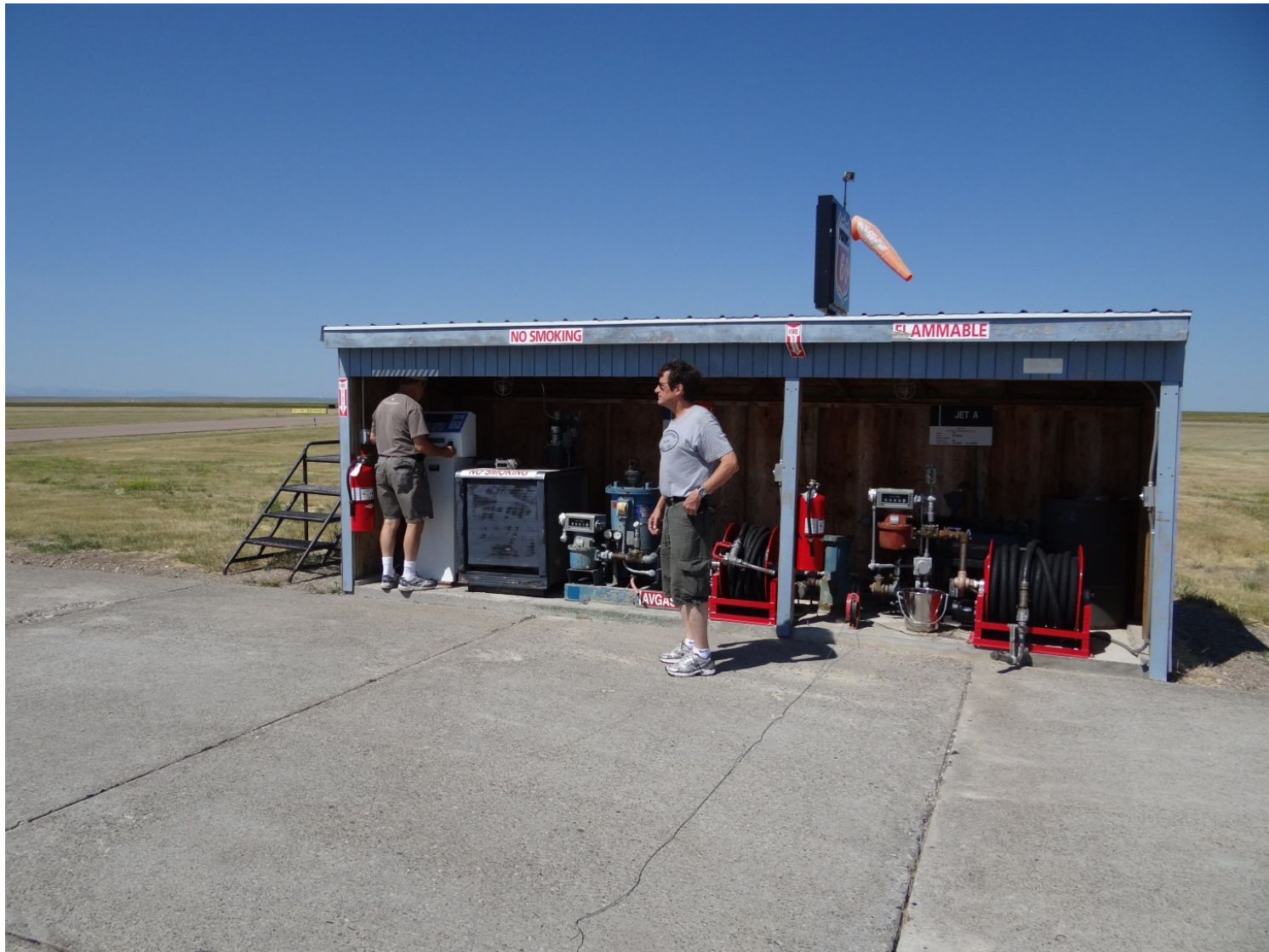
07/30/2011 22:58

Cut Bank, MT Terminal

No one was inside



“Fuel Service: DIY”



Not a very busy place

Move on to Lethbridge for Canadian Customs



Western Canada Geography

Now for the real adventure

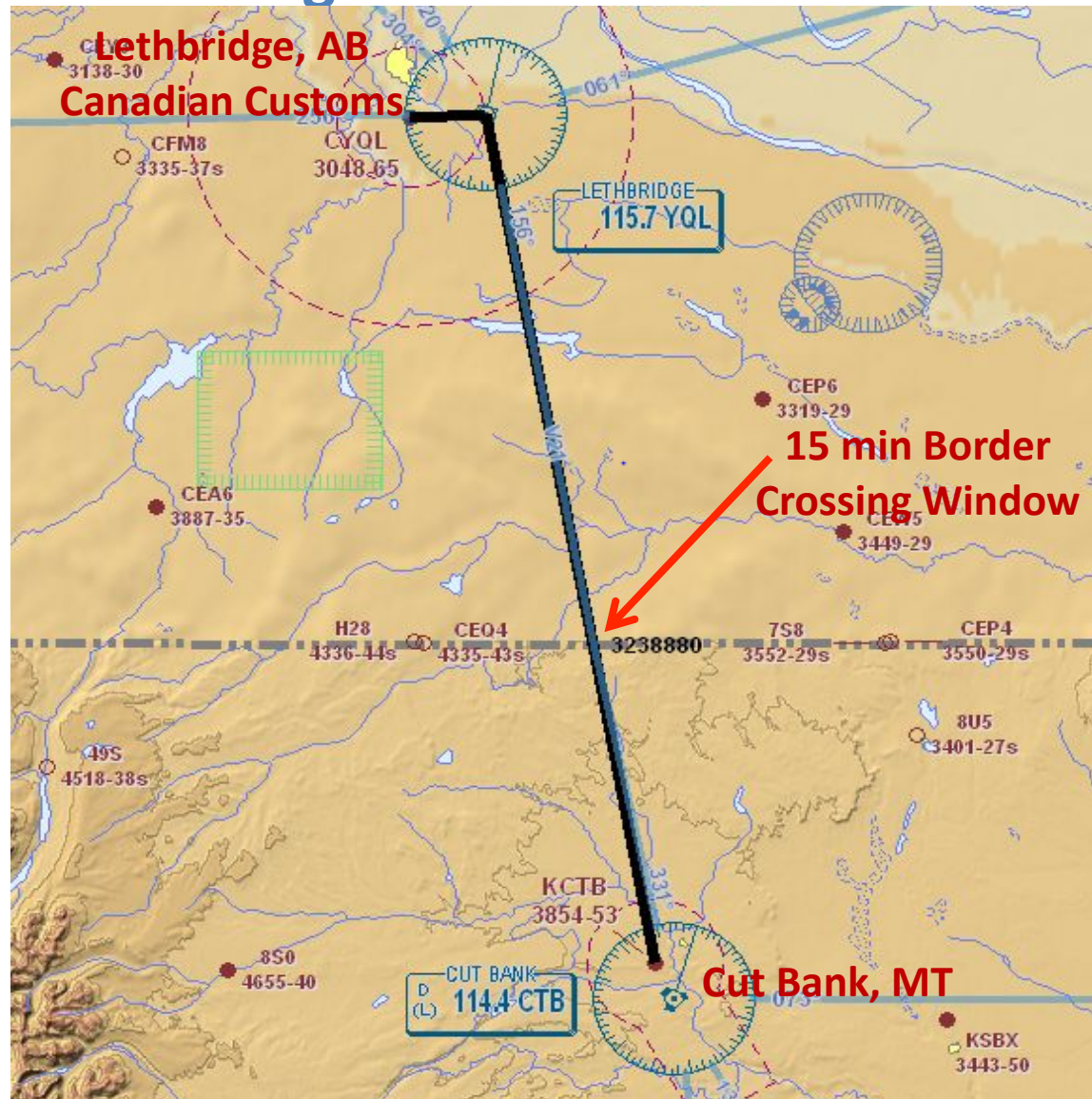


Cut Bank, MT to Anchorage, AK (1800 nm)



Cut Bank, MT to Lethbridge, AB

Crossing the border into Canada



Cut Bank to Lethbridge, AB (Canada)

(Crossing the Border: a hassle but not bad if you prepare and follow the rules)

- **e-APIS (*advance passenger information service; departing US*)**
 - File manifest on-line within prior 24 hours, but no less than one hour before departure
 - <https://eapis.cbp.dhs.gov/>
 - Print out manifest and note confirmation number
 - File flight plan
 - Estimate border crossing within 15 min of crossing
 - \$5,000 fine first-time offense for not filing and \$10,000 for subsequent violations
- **CANPASS (flying into Canada)**
 - File flight plan
 - Canadian Wx:1-866 992 7433 (only from within Canada!)
 - 1-866-541-4102 from within US or Canada!
 - Call more than 2 hours prior to departure: (888) 226 7277
 - Upon landing at AOE call via cell phone from within cockpit immediately after engine shut down
 - Get badge number of customs officer
 - Relay ahead via Canadian FSS (126.7) to Canadian customs if ETA outside of 15 min
- **US Customs, Returning to the US**
 - e-APIS manifest filed with accurate ETA
 - Annual US customs decal for aircraft
 - Call US customs from the aircraft upon landing
 - Stay in plane until customs officer arrives at plane
 - Cooperate fully with customs agents.

Survival gear

(I had all but the gun)

- Rations for each occupant for 2 weeks
 - Instant soups, energy bars, nuts, etc.
- hatchet
- Jack knife and hunting knife
- Fishing gear
- Fire starter
- Mosquito head net for each person
- Two small signaling devices
- Sleeping bags (3)
- Minimum cooking gear/utensils
- Cooking stove and fuel
- Compass
- Saw
- Snare wire
- Insect repellent
- Distress signals
- First aid kit
- Survival manual
- Backpacking tent
- Foam pads
- **Gun (no longer required)**
- Water bottle, collapsing type

Jack's Flight Planning and Decision Sequence for Each Leg

- **Get Aviation Weather**
 - If Wx poor, the rest is irrelevant.
 - Find some adventure where you are.
- **File IFR Flight Plan via internet**
 - even if VFR
- **Call CANPASS 2hr/48hr before ETD**
- **File e-APIS manifest at least one hour before ETD**
 - Now you can file multiple manifests
- **Check weather AGAIN**
 - Make decision: go or no go!?

Canadian Customs, Lethbridge, AB

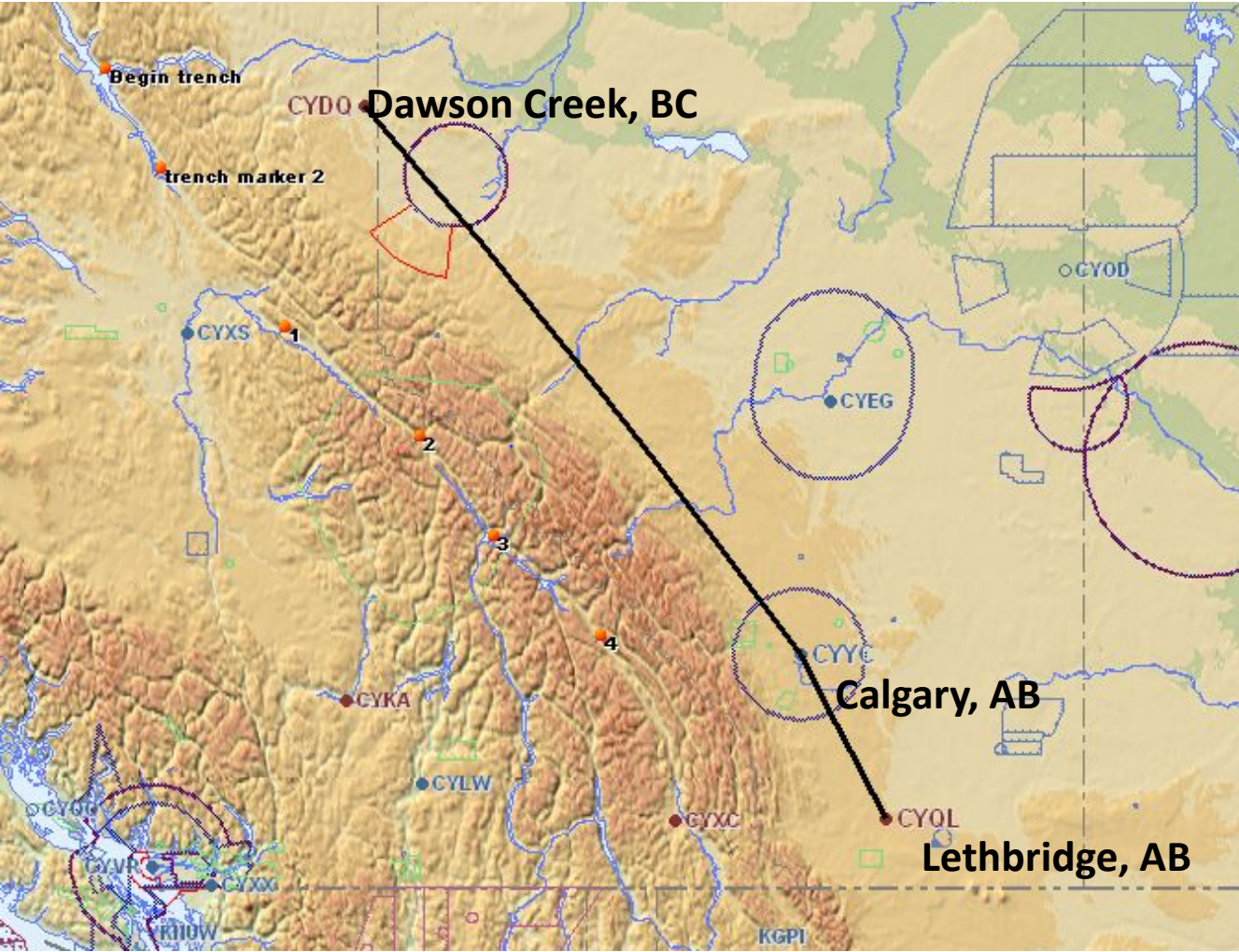


First Canadian Fuel

Very friendly and helpful folks here



Lethbridge, AB to Dawson Creek, BC 455 km



Leaving Lethbridge for Dawson Creek, BC



A Summertime Rain Shower



Dawson Creek on Short Approach



Dawson Creek Fuel Service



Fuel Service is Good (provided you do it yourself)



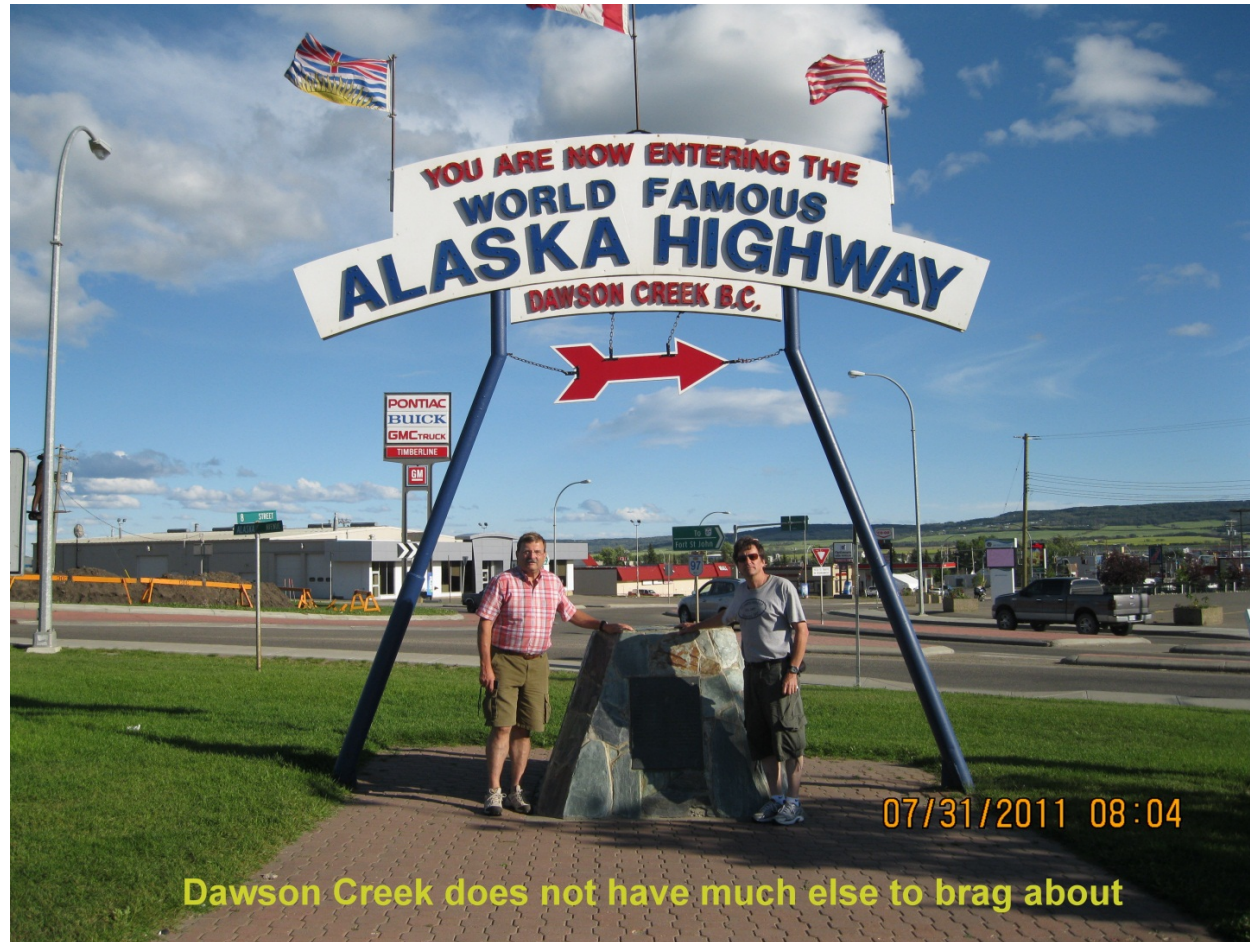
Parking at Dawson Creek



Dawson Creek Airport Security



Beginning of the Alcan Highway



Survival Water for the Wilderness Ride Ahead



07/31/2011 22:50

Two gallons of 'survival water' added just in case we need it

Welcome Transient Pilots

(Planning for the next leg)



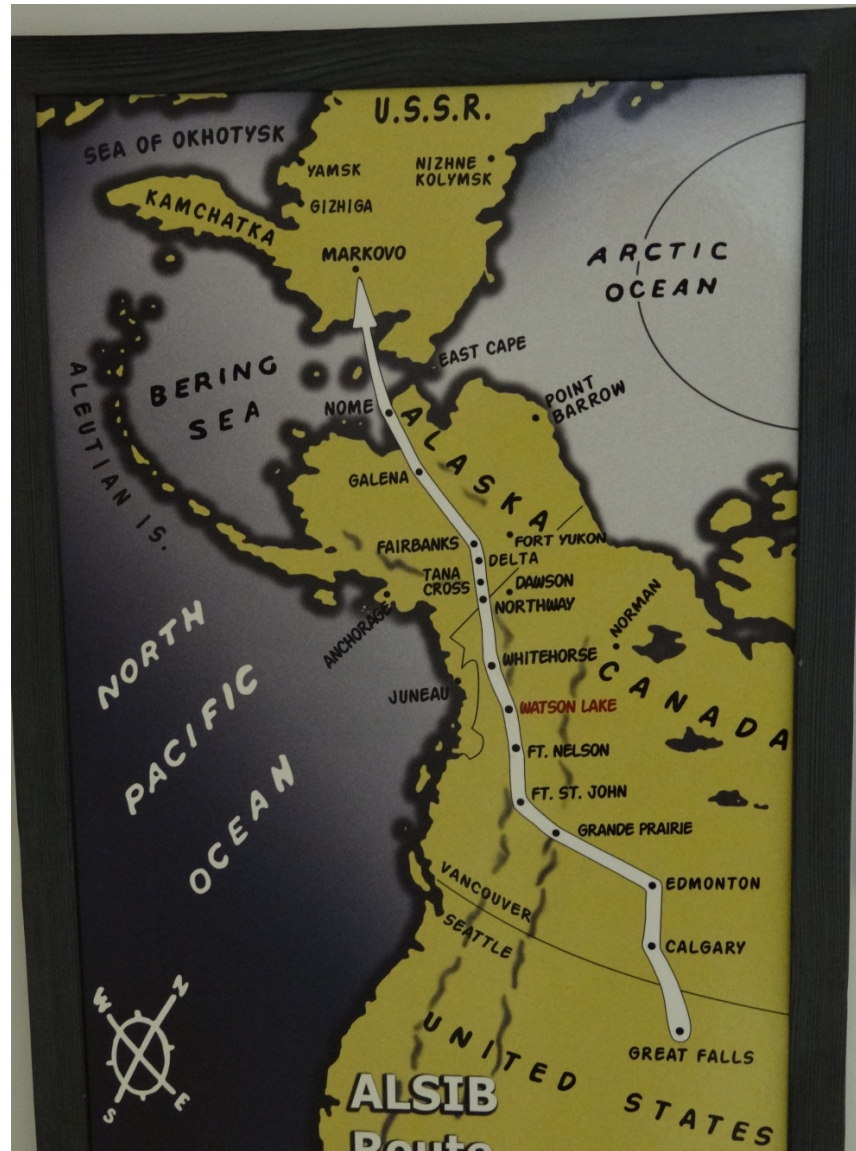
Dawson Creek FSS: DIY

(do you know all the Canadian airport ID's?)

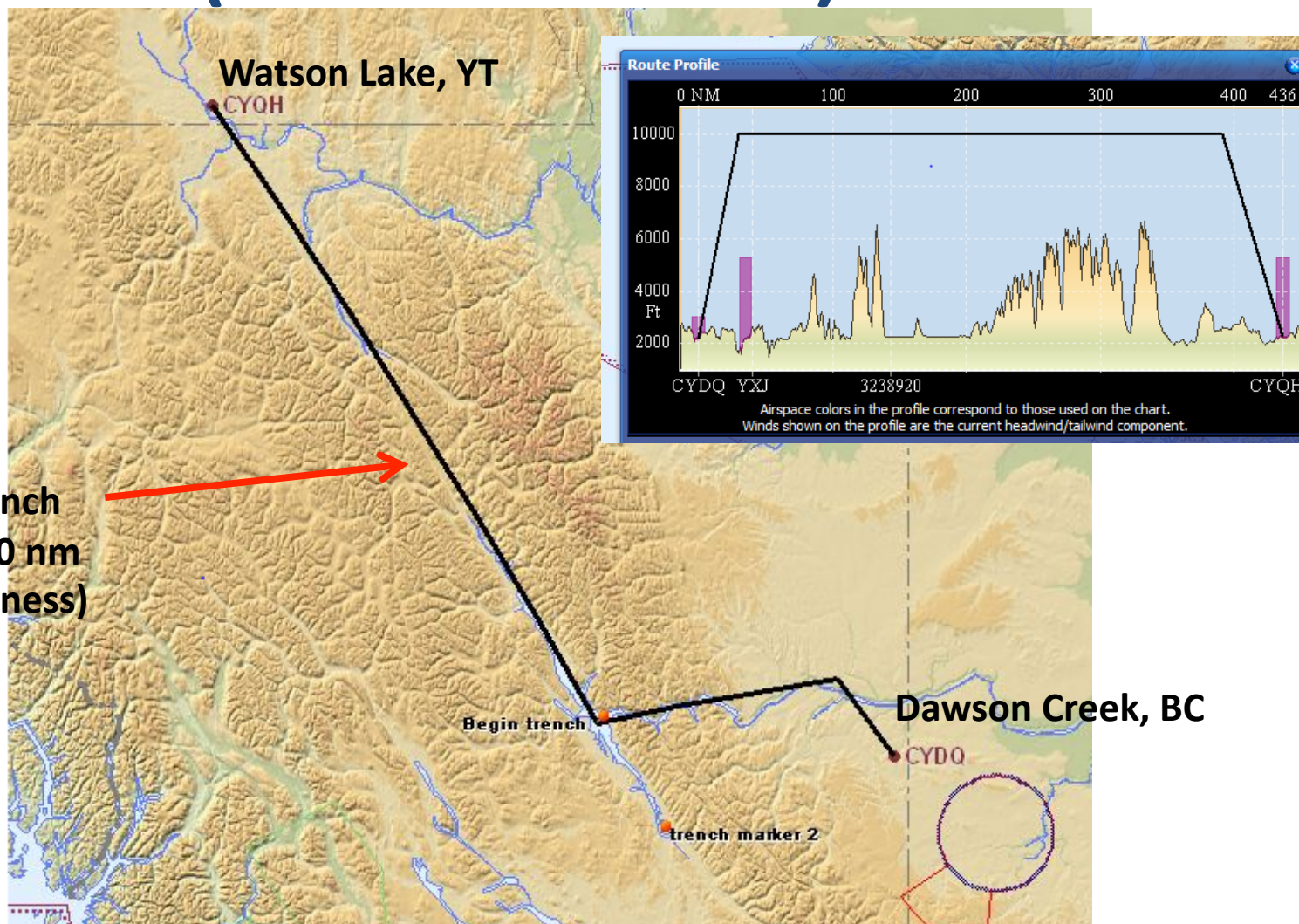


CYEG, CYDQ, CYQH, CYXY, CYXS, CYXJ, CYYE, etc.

The Path North to Alaska (and Russia)



Dawson Creek, BC to Watson Lake, YT (via the 'Trench')



The Trench
(over 500 nm
of wilderness)

Dawson Creek, BC

Watson Lake, YT

Begin trench

trench marker 2

CYDQ YXJ

3238920

CYQH

Enroute Snacks for the AA Captain



Heading towards the Trench



08/01/2011 01:58

The 'Trench': 500 nautical miles with no roads, towns or airstrips

It's a really nice day for flying!

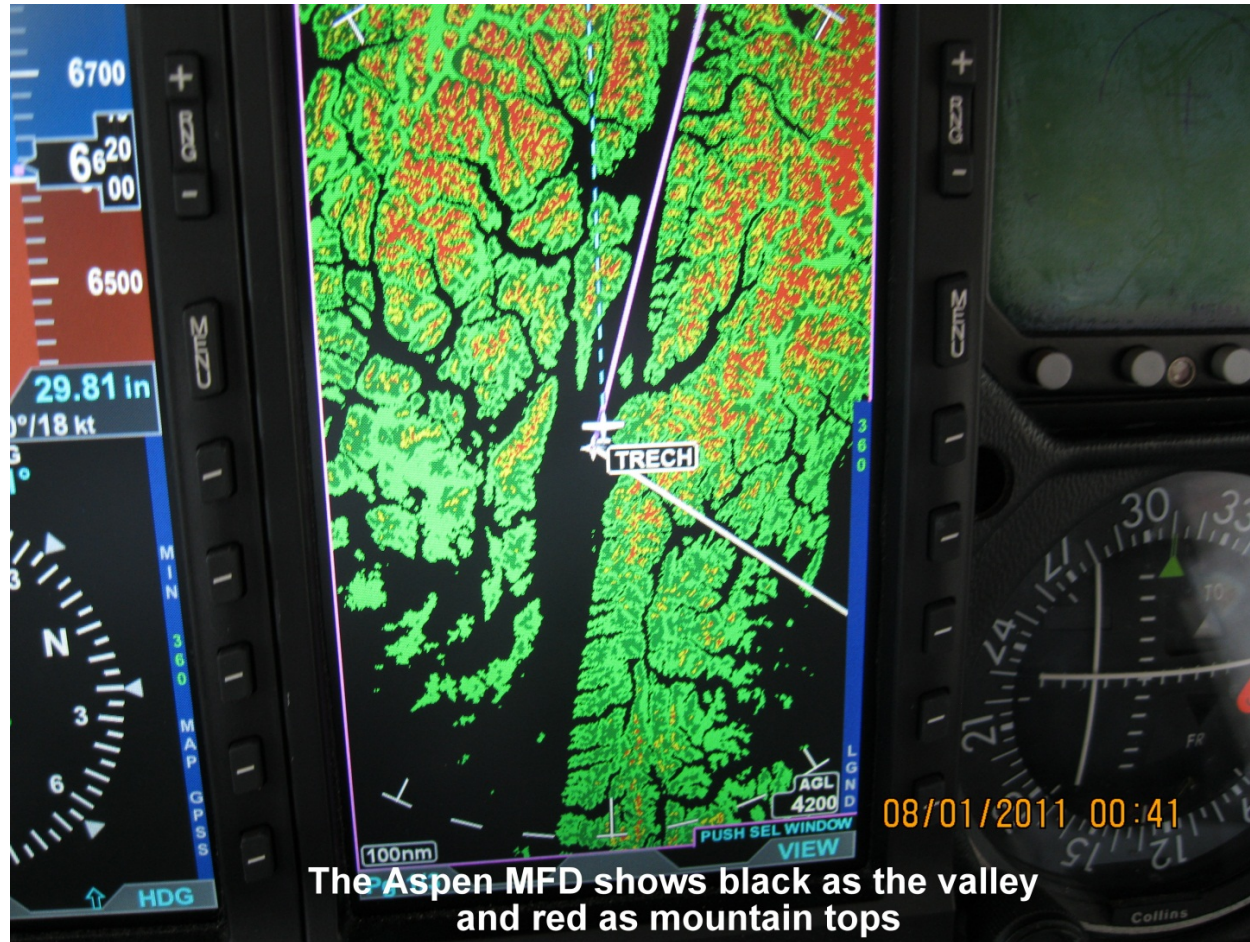


Moving towards 'the Trench': Remote but beautiful vistas

Entering The Trench



In the Trench



The MFD is also helpful!





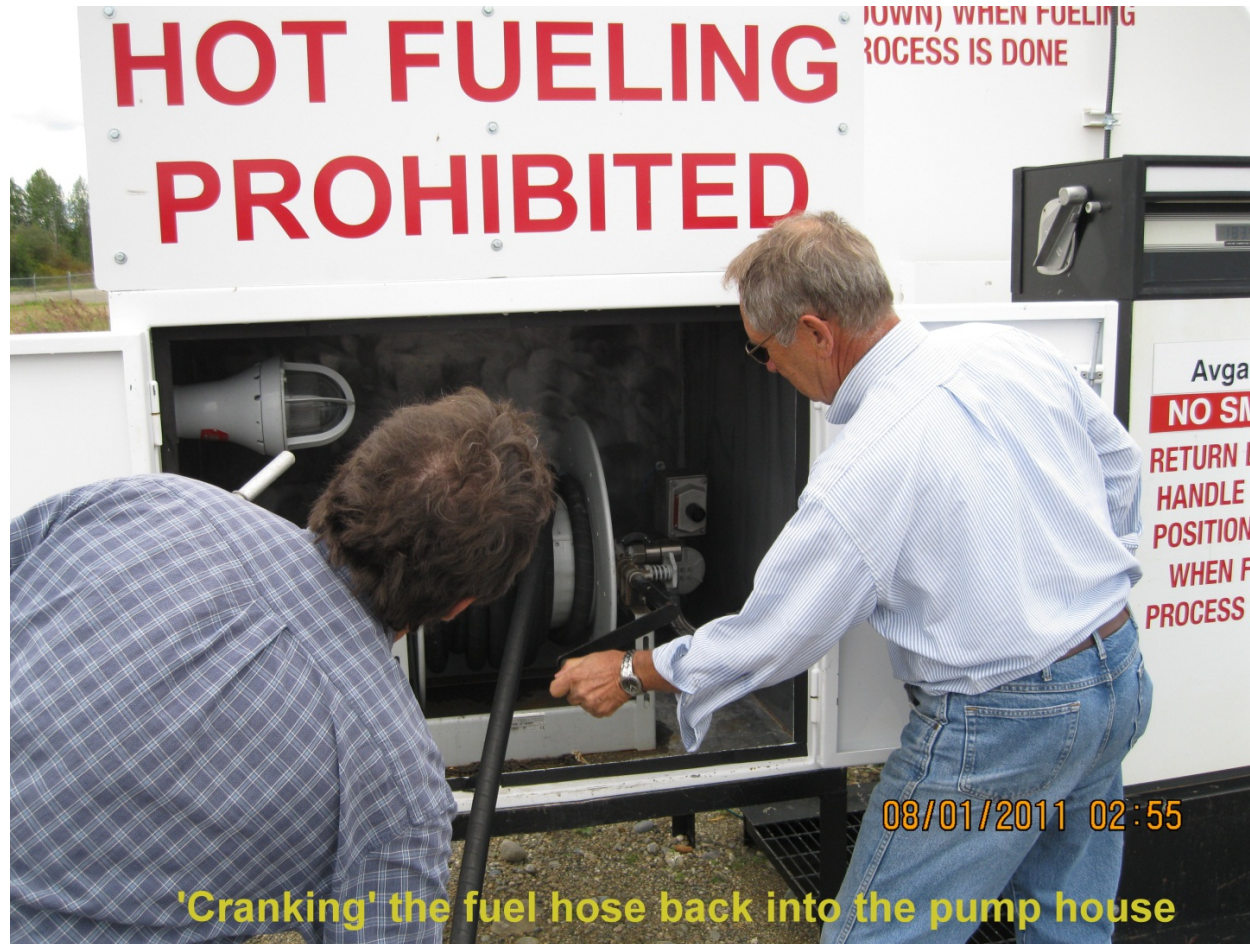
08/01/2011 01:20

Short Final, Watson Lake, YT

NB: we are not as high as it looks!



Manual Cranking to Return the Hose

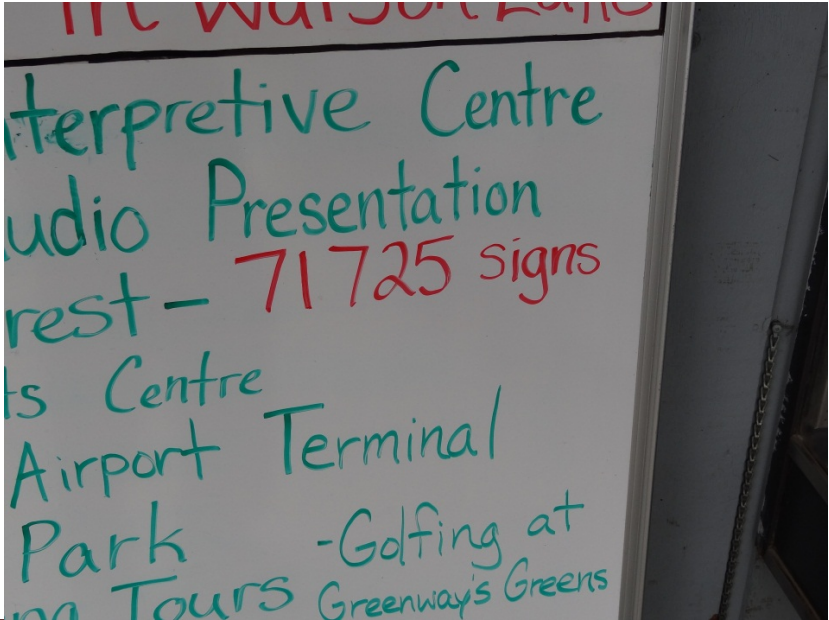


This is Redneck Country



Yukon bush fuel truck philosophy

Watson Lake Sign Forrest



Watson Lake to Whitehorse, YT



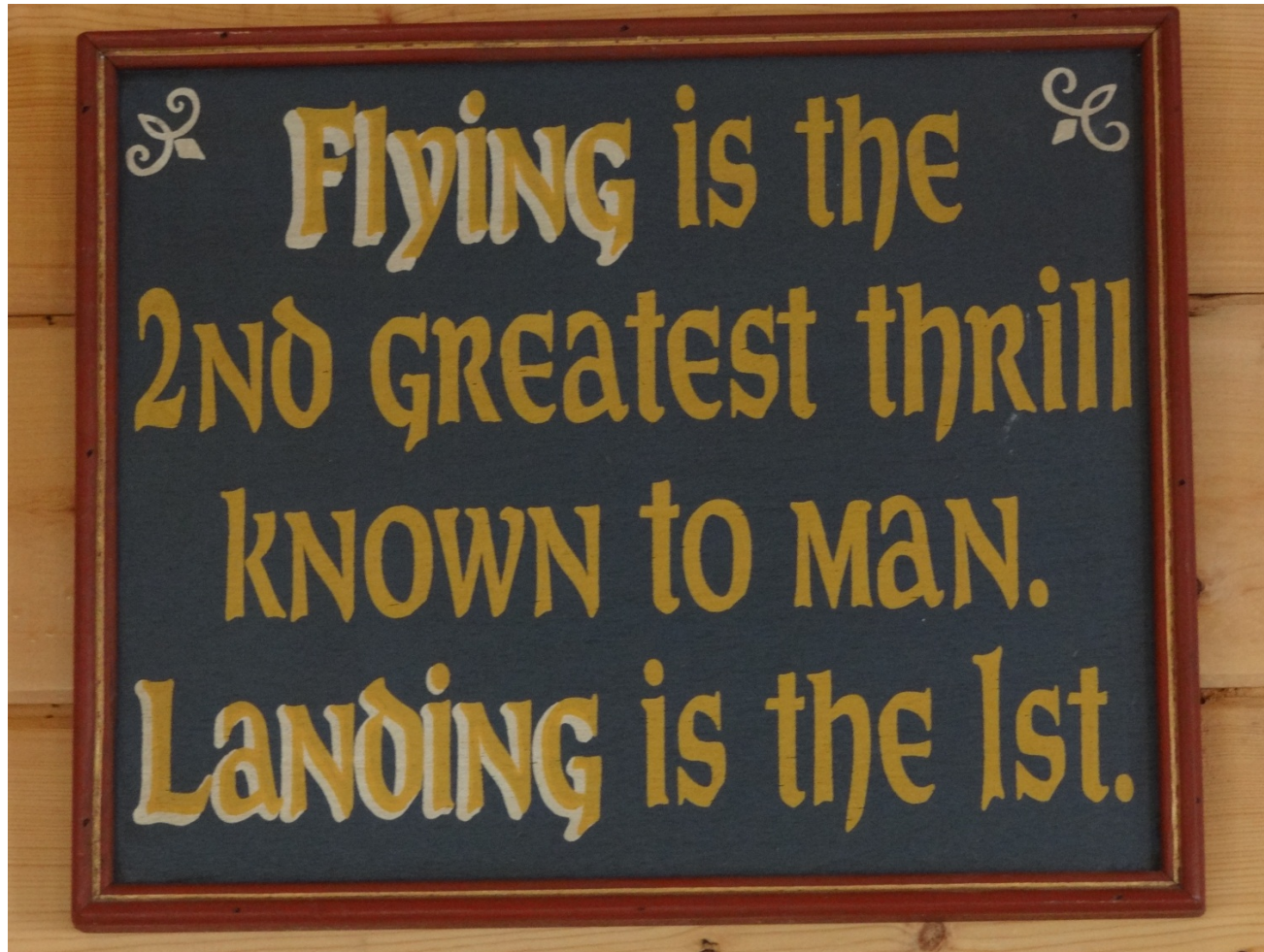
Continued Beautiful Vistas Towards Whitehorse, YT



Turning Base Leg for Whitehorse, YT



Known Only to Pilots...



Whitehorse video landing here



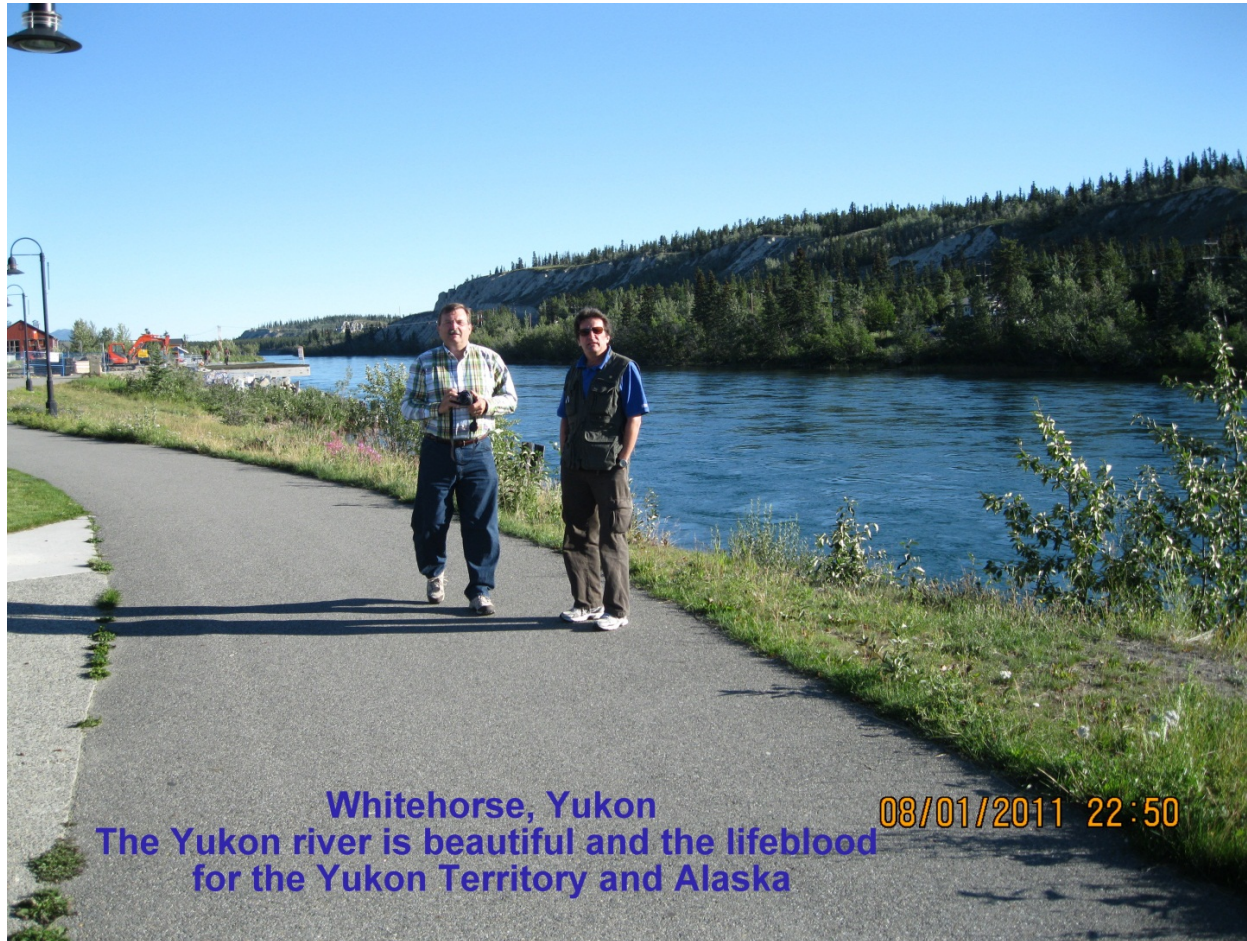
Breakfast in Whitehorse, YT at the Burnt Toast Cafe



Side Street in Whitehorse



Yukon River was Critical for Early Access to the North



Whitehorse, Yukon
The Yukon river is beautiful and the lifeblood
for the Yukon Territory and Alaska

08/01/2011 22:50

The Yukon Quest is Second only to the Iditarod Dog Sled Race



David Training for the Yukon Quest Dog Sled Race

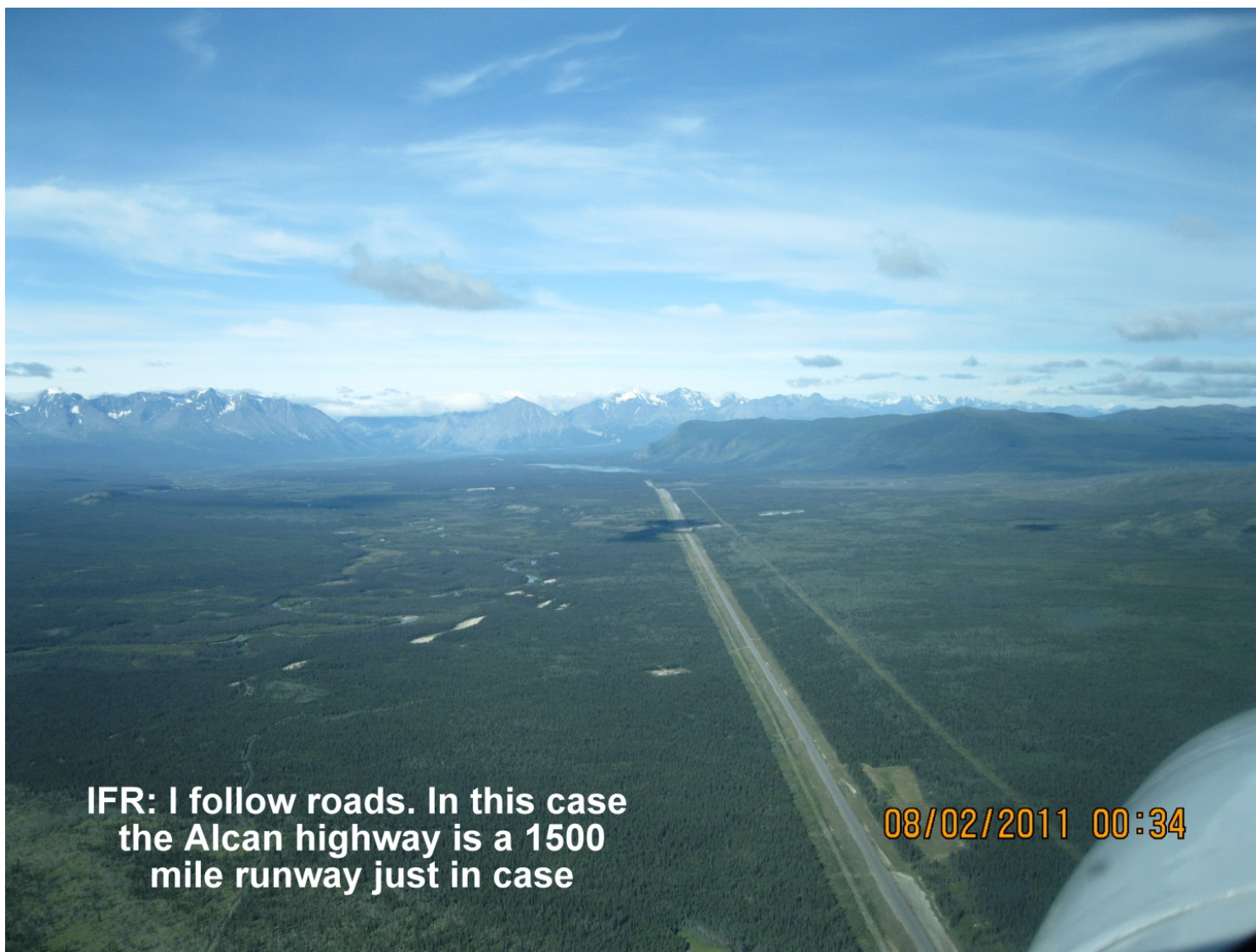


Whitehorse, YT to Northway, AK

Crossing the border again back into US



Following the Alcan Highway



IFR: I follow roads. In this case
the Alcan highway is a 1500
mile runway just in case

08/02/2011 00:34

A very Scenic Ride to Northway, AK



Did I say the scenery was beautiful?

08/02/2011 00:41

Heading up the Lake to Northway, AK



Northway, Alaska

Back in the US!



Customs are cleared in Alaska and we are good to go



Northway Alaska: After a painless customs clearance

A C-195 From Schenectady, NY

My brother and I bought a C-170 from this guy 8 years ago!
It is a small world

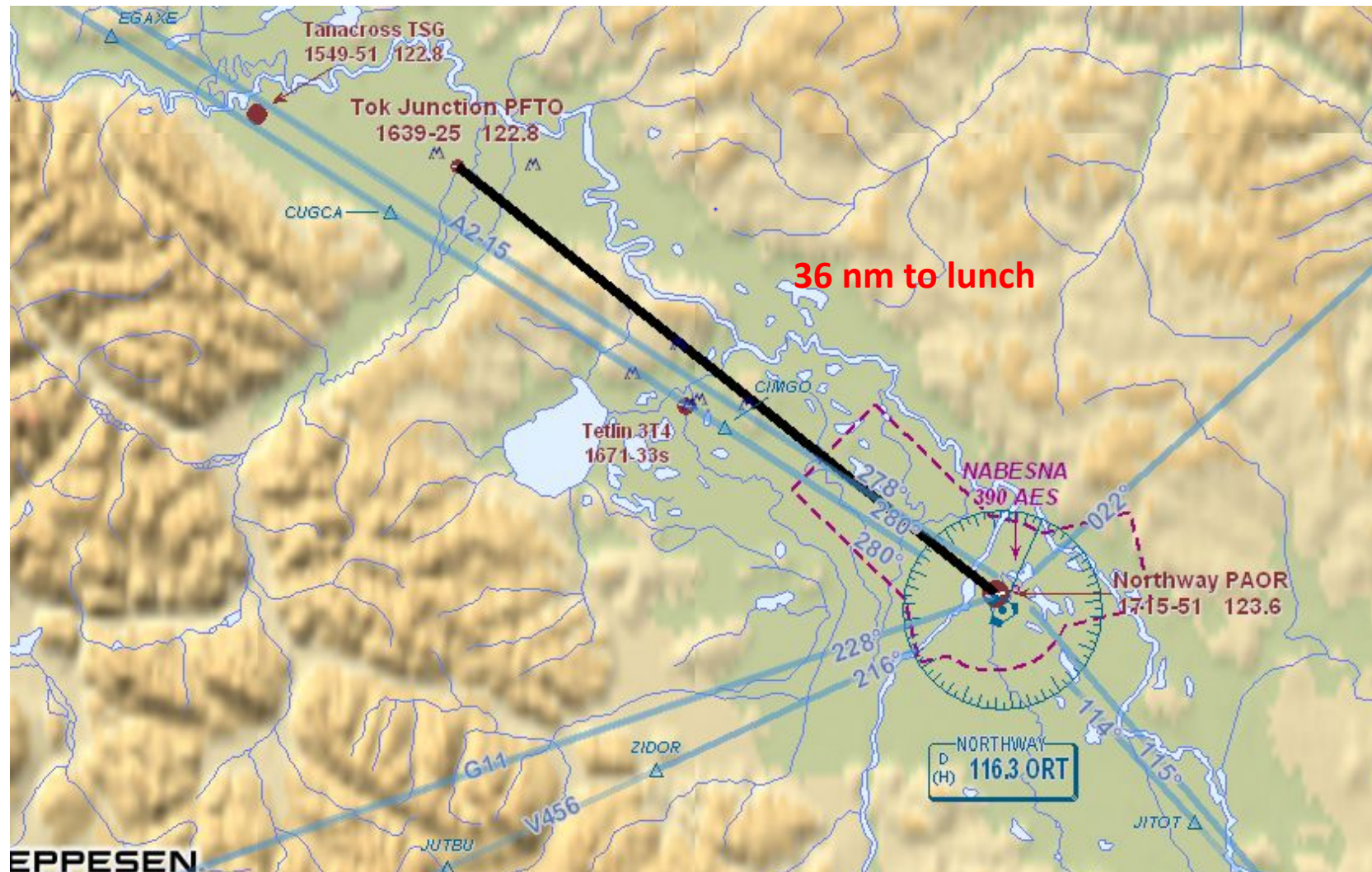


Excellent FSS Info right on the Field (but there is nothing else there)



Northway, AK to Tok Junction, Ak

Destination: Fast Eddy's Restaurant



Tok Junction

Tok comes from 'Tokyo Camp', an Alcan Junction



Fast Eddy's Restaurant Tok Junction, AK



Lots of 'Can-Do' Airplanes



Now that is a Tire!

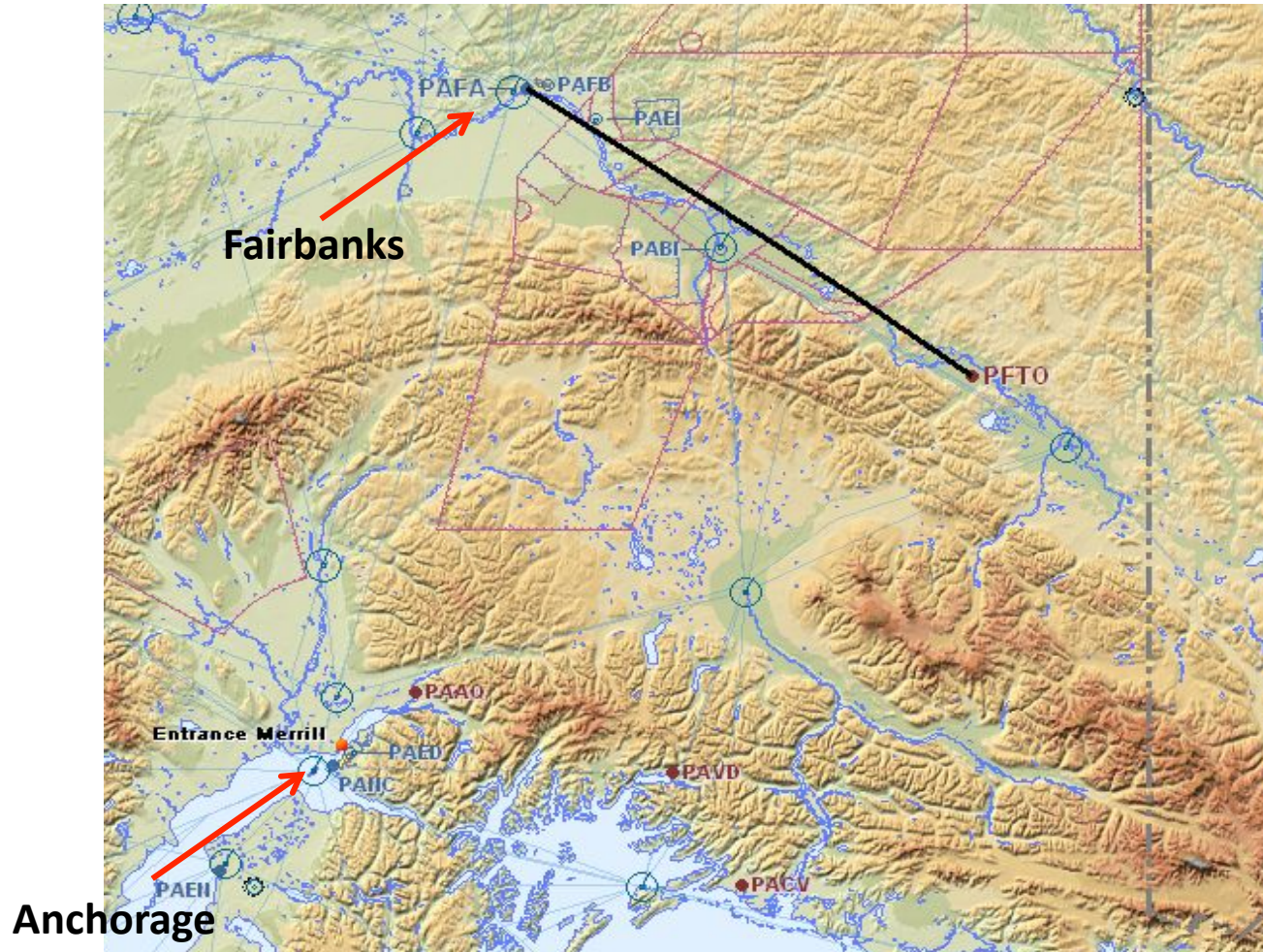


Did I say they had big tires?

Tire Specs: Never exceed 70 mph



Flight from Tok to Fairbanks



Base Leg into Fairbanks, Alaska



Fairbanks, AK: Your Choice: Hard Surface or Water Landing!



Fairbanks FBO? DYI...



Large, expensive tires must be protected

Makes checking fuel easier too



Airplane Campsite on Fairbanks Field

Professional Trappers!

She is a Mail-Order Bride from 30 years ago



Adjustable Leading Edge Airfoil



Cordless Drill Controls the Leading Edge Airfoil for 'Amazing' Short Field Performance

Cordless electric drill



Enthusiastic Aeronautical Engineer!



Fairbanks Control Tower Operator and she sells jewelry on the side

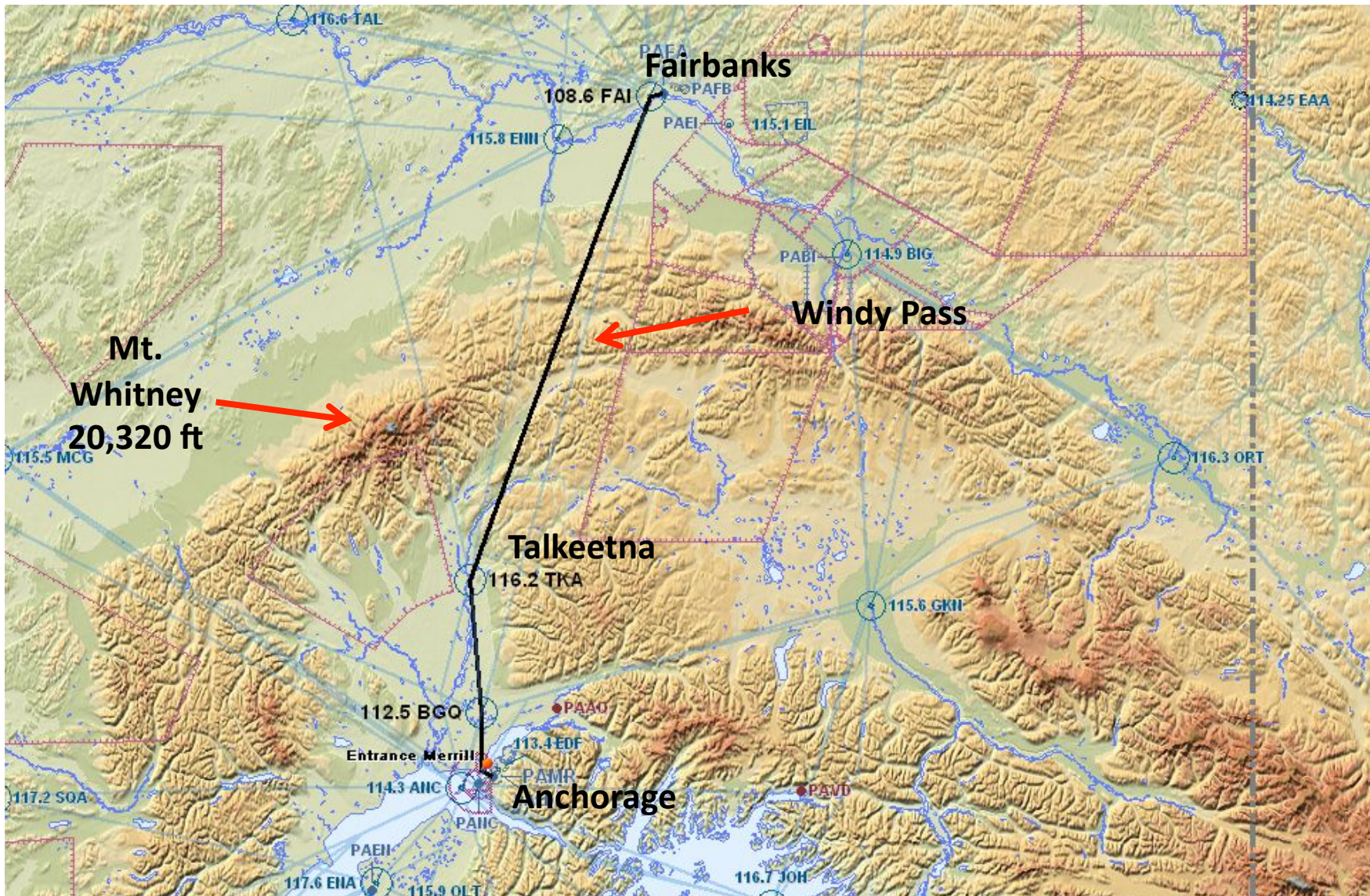


Off to Windy Pass and Anchorage



Ready to depart Fairbanks for Anchorage through
'Windy Pass'.
60 kt winds are forecast in the Pass

Fairbanks to Anchorage via 'Windy Pass'



Heading to Windy Pass



Clouds just above; mountains close on both sides



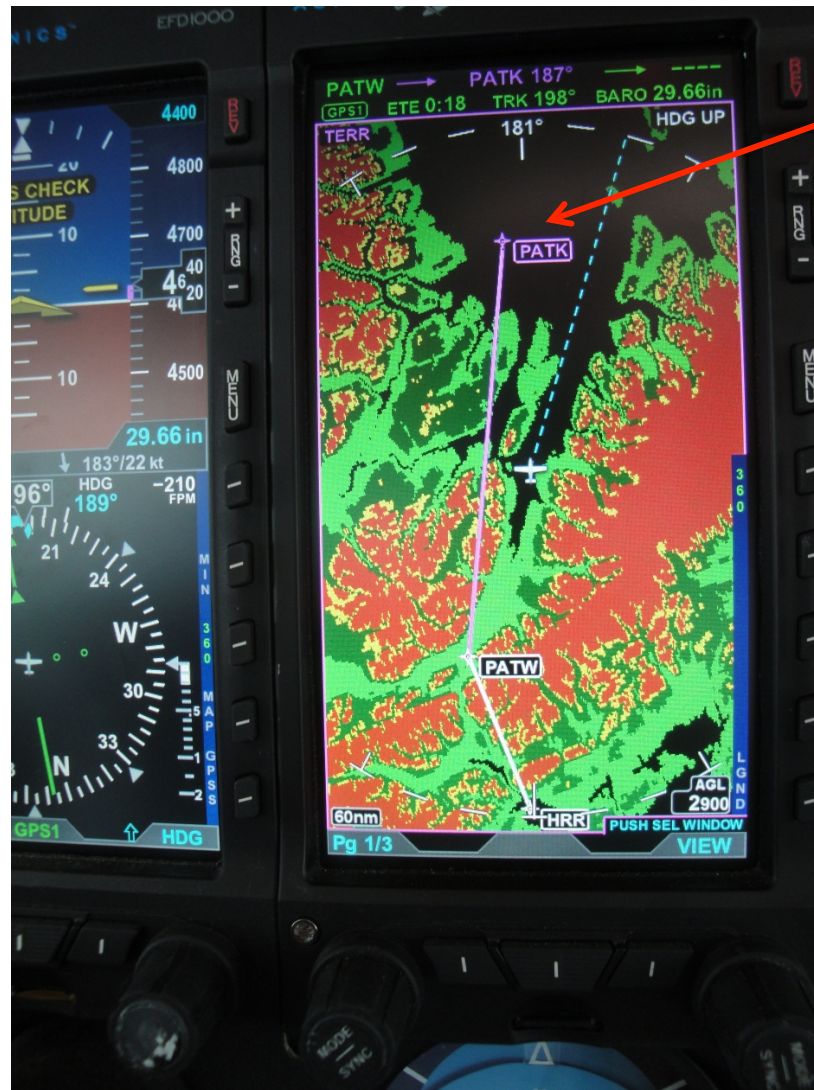
Let's not fly low in the clouds today !



Leaving Windy Pass for Talkeetna



Heading for Lower Terrain



Talkeetna airport

Landing at Talkeetna

This is a Legendary Airport in Alaska!



Original Talkeetna Airfield

A plane landed while we were in town



The original Talkeetna 1200 ft airstrip.
A plane landed here while we were in town.

Summer but skiis still needed on the glaciers



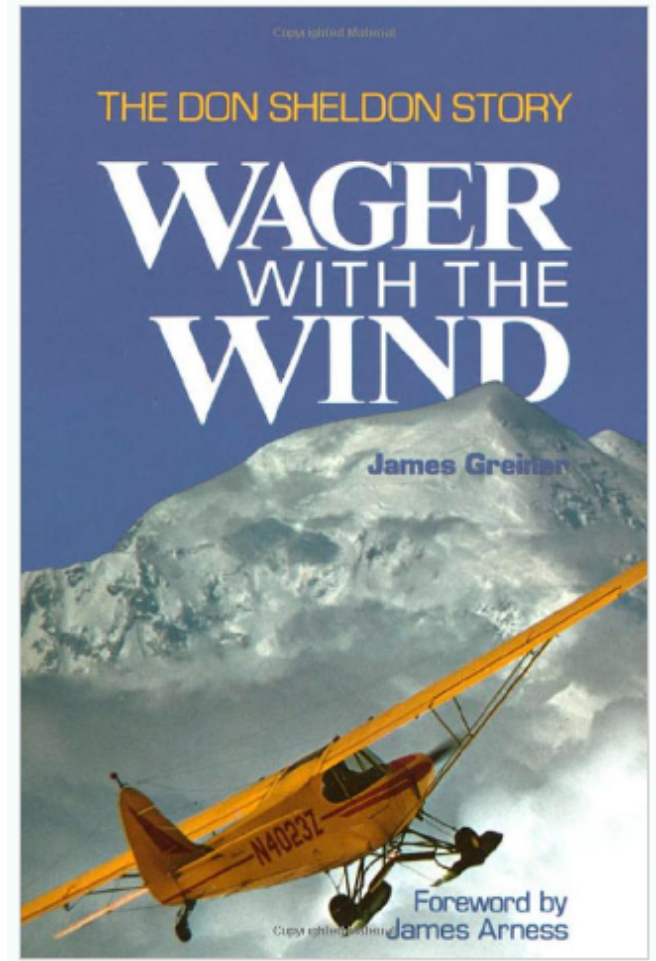
Talkeetna, AK
Many aircraft that land on the
glaciers regularly

Don Sheldon's Super Cub

Sheldon is a Legendary Alaskan Bush Pilot



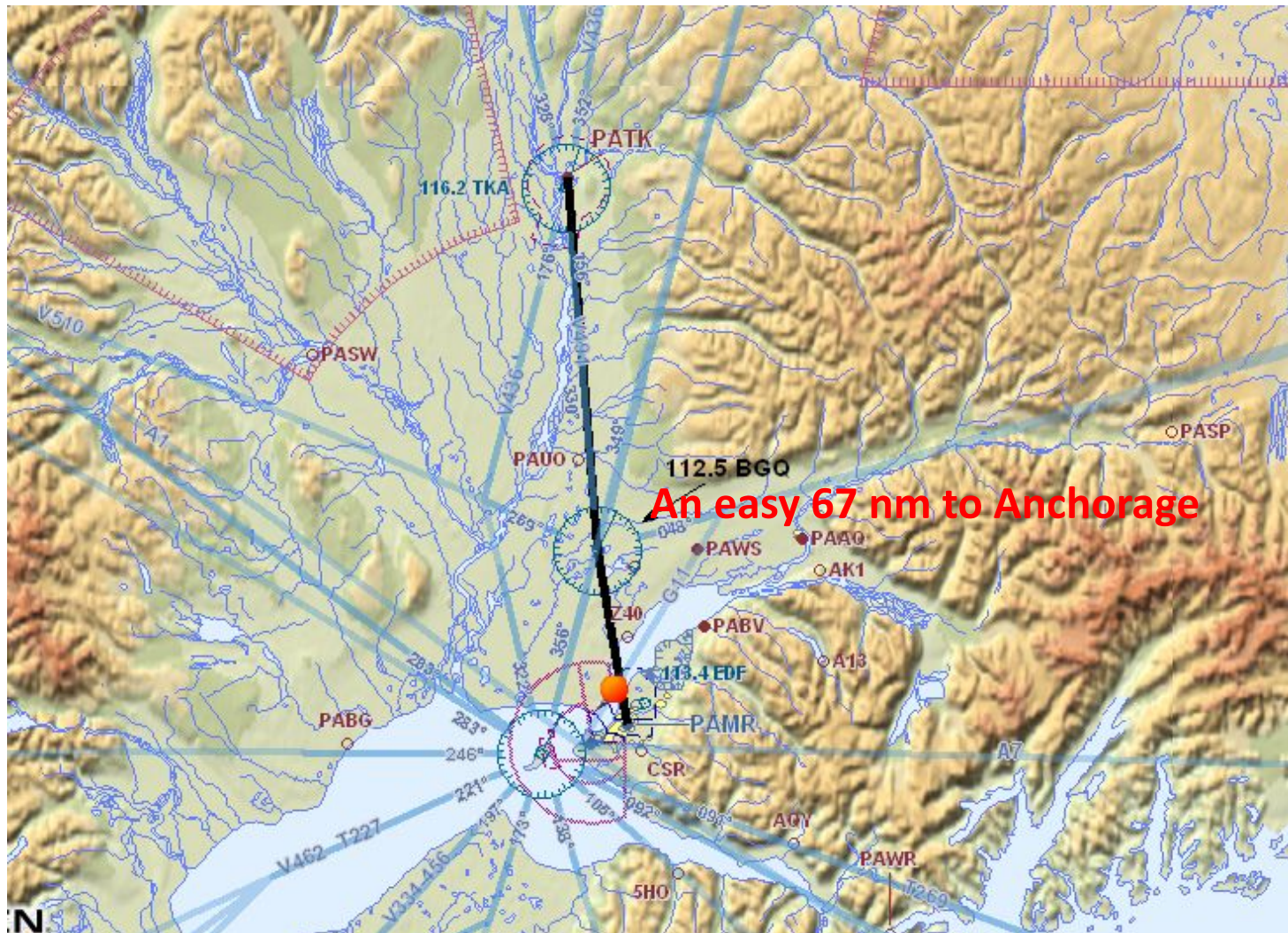
Wager with the wind: A must read for Alaskan flying



Downtown Talkeetna, AK



Talkeetna to Anchorage



Landing at Merrill Field, Anchorage



Parking in Anchorage at Merrill Field



Rental Car Agency, Anchorage, AK

David 'arranged' for the rental car...



Flowers are everywhere in Anchorage (in the summer)



Lake Hood: Busiest Float Plane Base in the World. Beautiful aircraft everywhere



3-Blader Composite Prop Ready for Business



Novel Paint Scheme



Lake Hood Take-Off

One of 160 each day!



And a Turboprop on Approach for Landing



Beaver take-off video from Lake Hood



David Preparing for a Floatplane Ride



Heidy Ruess, Well-Known Alaskan CFI, is David's Instructor.



David's Float Plane Take-Off Video



Cruising over the Alaskan Countryside

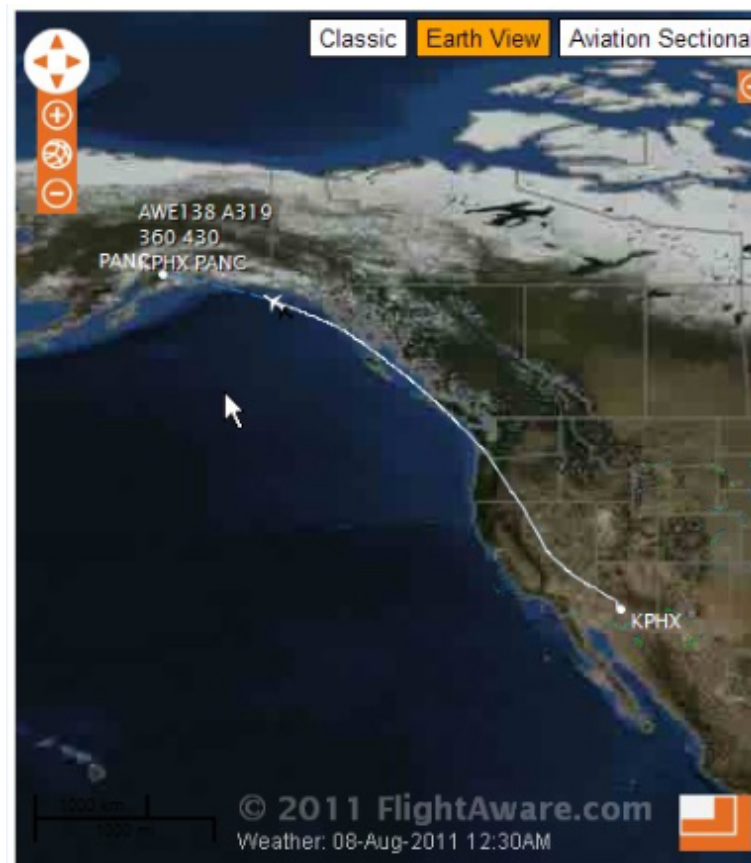


Good Memories for Both Instructor and Student



Second Phase of the Trip:

- David and Tom flew back home commercially from Anchorage
 - Work calls
- Karen and Jenny flew commercially into Anchorage the next day to join me for a 'regular vacation' for ten days.



Excellent Housing Recommendation by Larry Baum



Millennium Hotel Lobby: Very Alaskan



View from front of Millennium Hotel



A very familiar scene in Anchorage's
Lake Hood: the busiest float plane
base in the world!

08/07/2011 08:32

Very nice Wilderness Lodges and Facilities



Getting Close to a Glacier

(One of the 'College Glaciers')



Panning for Gold...

No, we did not find any

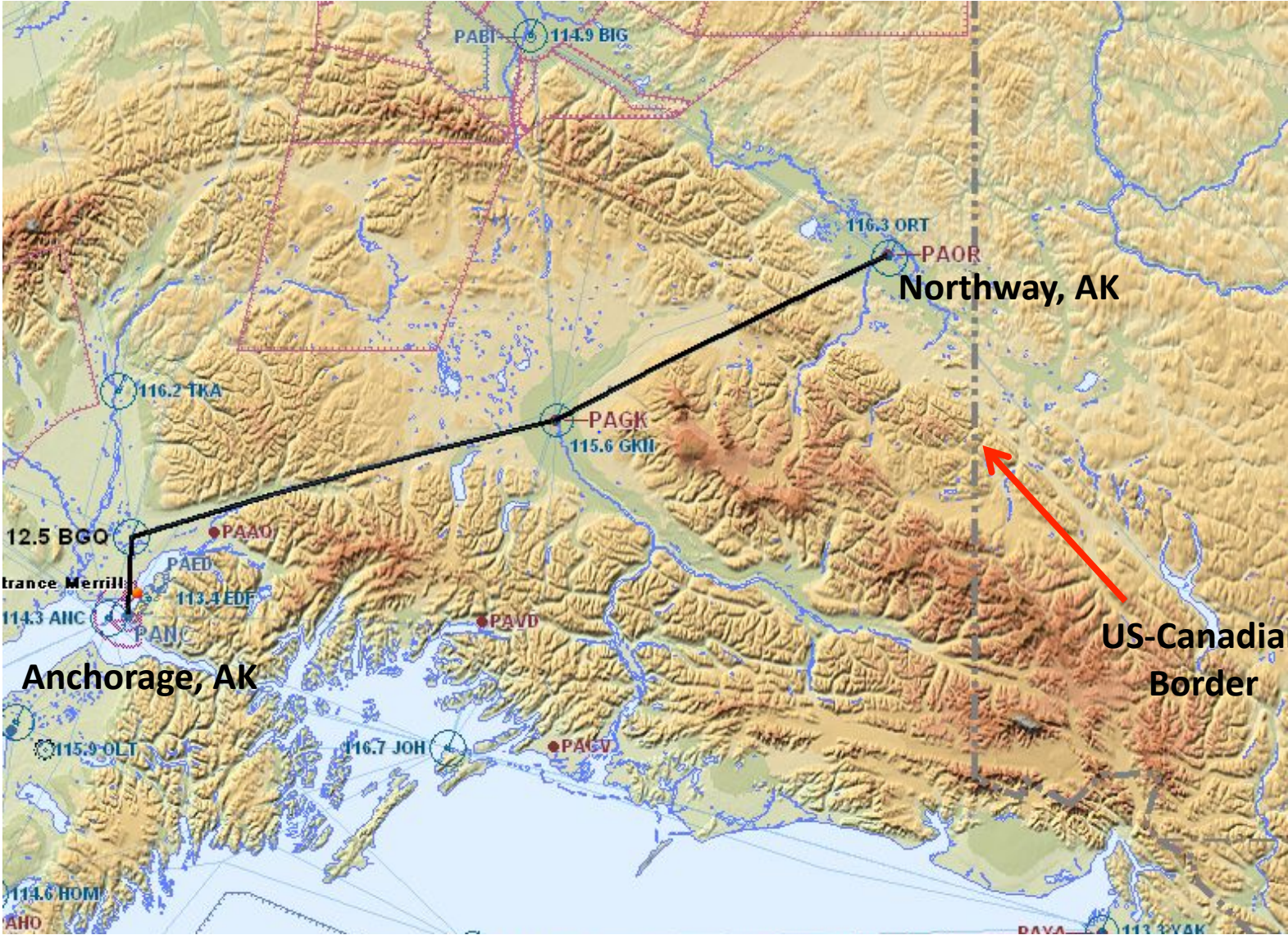


**Staying in nice places...
and then they flew back home commercially**



Solo Flight Back Home From Anchorage

Prepare for crossing the border again



Departing Anchorage to the East



08/17/2011 22:40

Entering the pass from Anchorage to Northway, AK

Glacial Rivers of Ice



One of the thousands of rivers of ice

Wide Open Spaces and No Sign of People



08/18/2011 21:49

Nothingness: Wilderness with no settlements, roads or airports

And then, Calgary, AB

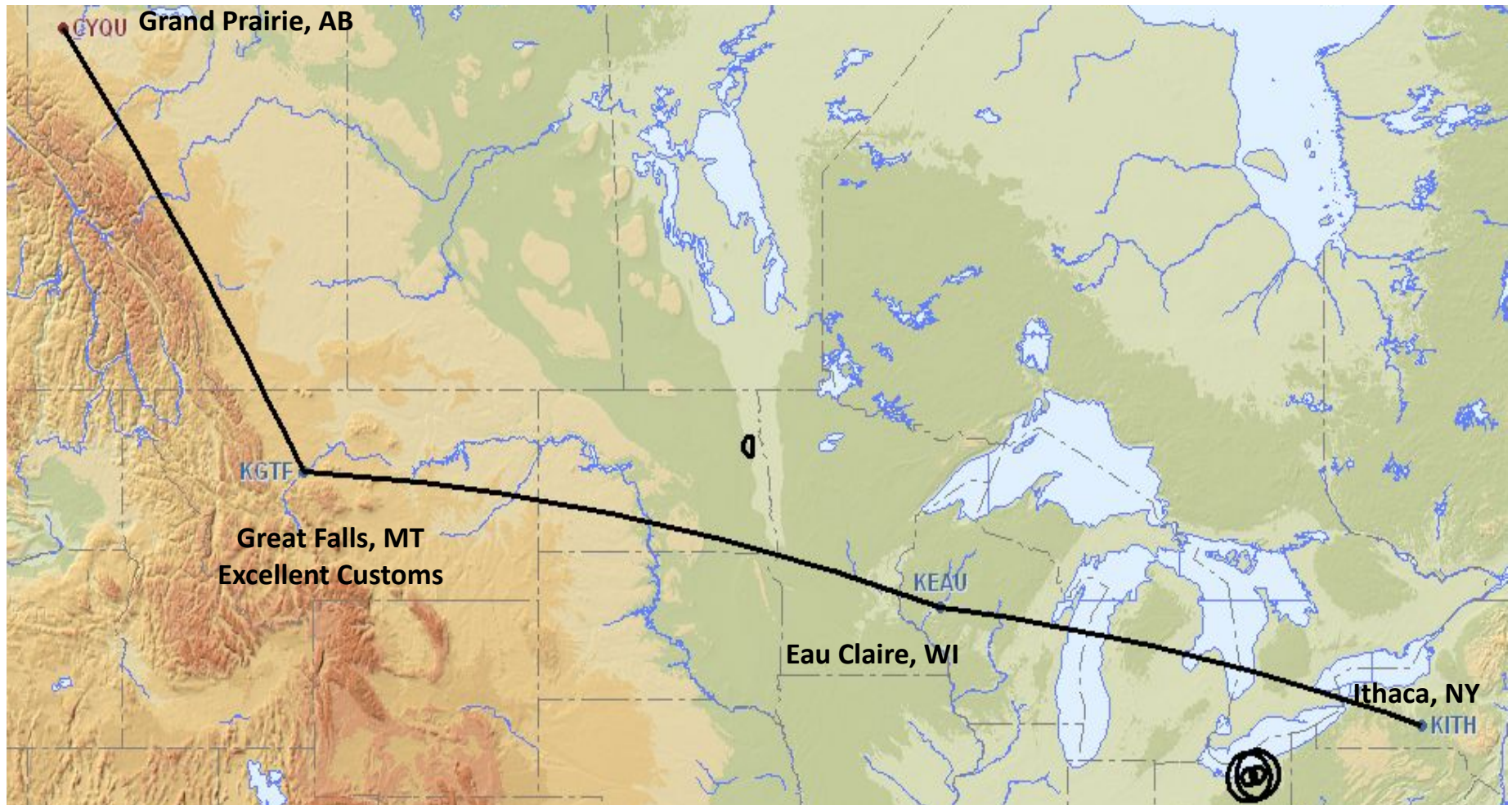


08/18/2011 22:47

Downtown Calgary, Alberta

And then onwards to Ithaca, NY

The Home Stretch: 2045 km



The End of a Great Adventure

Any savvy, safe pilot with a well-maintained aircraft could make this trip!



Unloaded Gear back In Ithaca



Summary Comments for a Cross-Country Trip Like This

- Thorough planning and careful execution ensures a successful trip
- Accept zero tolerance for any aircraft mechanical or maintenance issues.
- Maintain genuine respect for Alaskan weather
- Pilot workload is much reduced with capable co-pilots/passengers. Tasks include:
 - Flying and managing the plane, radio communication, checking Wx, filing flight plans, dealing with customs, arranging for motels, rental cars, etc.
- Know all the rules and regulations
 - follow them
- **A GA aircraft is a great way for a do-it-yourself travel adventure**

Alaska Trip Metrics

- Total Miles flown: approx. 8,000 nm.
 - Number of stops to Anchorage: 10 (fun is along the way)
 - Number of stops back home 5
 - Total hours flown: 49
 - Average altitude 8,000 ft.
 - Total fuel used: 635 gal
 - Total fuel cost: \$4,400
 - Average g/h \$12.9 g/h
 - Average cost/gal \$6.89/gal.
 - Aircraft reliability Trouble-free!
 - Hotel, rental car, tours, etc. Don't ask
 - Amount of fun: Priceless!
-
- **Such a trip is just a series of cross country flights connected together in sequence and carefully planned.**

The End

Thank you