

Kitfox to Alaska



July, 2010

N913KF

Bill Hammond's Solo Flight to Alaska

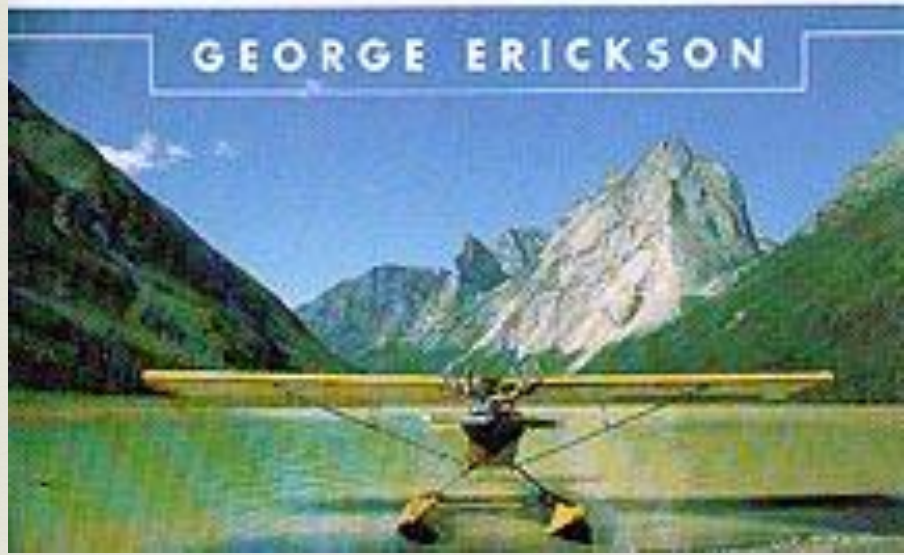
*"A wonderful book—a remarkable and
adventurous light!" —Clive Gutter*



EXPLORING THE GREAT WILDERNESS
BY BUSH PLANE

TRUE NORTH

GEORGE ERICKSON



“Flying alone doesn’t worry me. I trust my equipment, my training, and common sense. And though solo travel has its hazards, what good are our dreams if we lack the courage to follow?”



FTG to Anchorage with a stop at Arlington Fly-In 2610 NM

Pilot Preparation



- ❧ The pilot in command must have a current:
 - ❧ Passport
 - ❧ Pilot certificate *with an English proficient endorsement*
(\$2.00 if you need a reissue – to FAA)
 - ❧ Medical certificate
 - ❧ *Restricted radiotelephone operators permit* (\$60.00 to FCC)

Preparation



- ✧ All U.S. registered aircraft must have:
 - ✧ A standard Airworthiness Certificate *or Transport Canada Validation Letter*
 - ✧ A permanent registration certificate (no temporary)
 - ✧ A radio station license (\$60.00 to FCC)
 - ✧ Operating limitations information
 - ✧ Weight and Balance information
 - ✧ An ID data plate
 - ✧ 12-inch registration marks are required if you're crossing an ADIZ
 - ✧ Transponder with Mode C
 - ✧ Either a 121.5 MHz or 406 MHz ELT
 - ✧ Emergency equipment
 - ✧ Verify insurance coverage for flight in Canada.

Emergency Equipment



- ❧ Guns are no longer 'required'
- ❧ Alaska State Law requires :
 - ❧ rations for each occupant sufficient to sustain life for one week;
 - ❧ one axe or hatchet;
 - ❧ one first aid kit;
 - ❧ an assortment of tackle such as hooks, flies, lines, and sinkers;
 - ❧ one knife;
 - ❧ fire starter;
 - ❧ one mosquito headnet for each occupant;
 - ❧ two small signaling devices such as colored smoke bombs, railroad fuses, or Very pistol shells, in sealed metal containers;

My Equipment



- ☞ Best Glide Aviation Survival Kit (++)
- ☞ Personal Locator Beacon
- ☞ Camping Gear
- ☞ Axe
- ☞ Water
- ☞ Tie Downs
- ☞ Nav Canada VFR Charts
- ☞ CASH and CREDIT CARDS



Day 1



FTG(Front Range CO)-
82V(Pine Bluff WY)-
RKS(Rock Springs WY)-
U10(Preston ID)
6.4 Hours

Day 1 – Weather delayed departure and caused delay at Pine Bluff, WY. Overnight at U10 (Preston, ID)



Ready for departure at FTG



God says "Fly this way"!



Preston Idaho

Day 2



U10(Preston ID)-
HRI(Hermiston OR)-
AWO(Arlington WA)
6.8 Hours

Day 2 – Flying to the Arlington Fly-In



Snake River in western Idaho



Columbia River into Washington

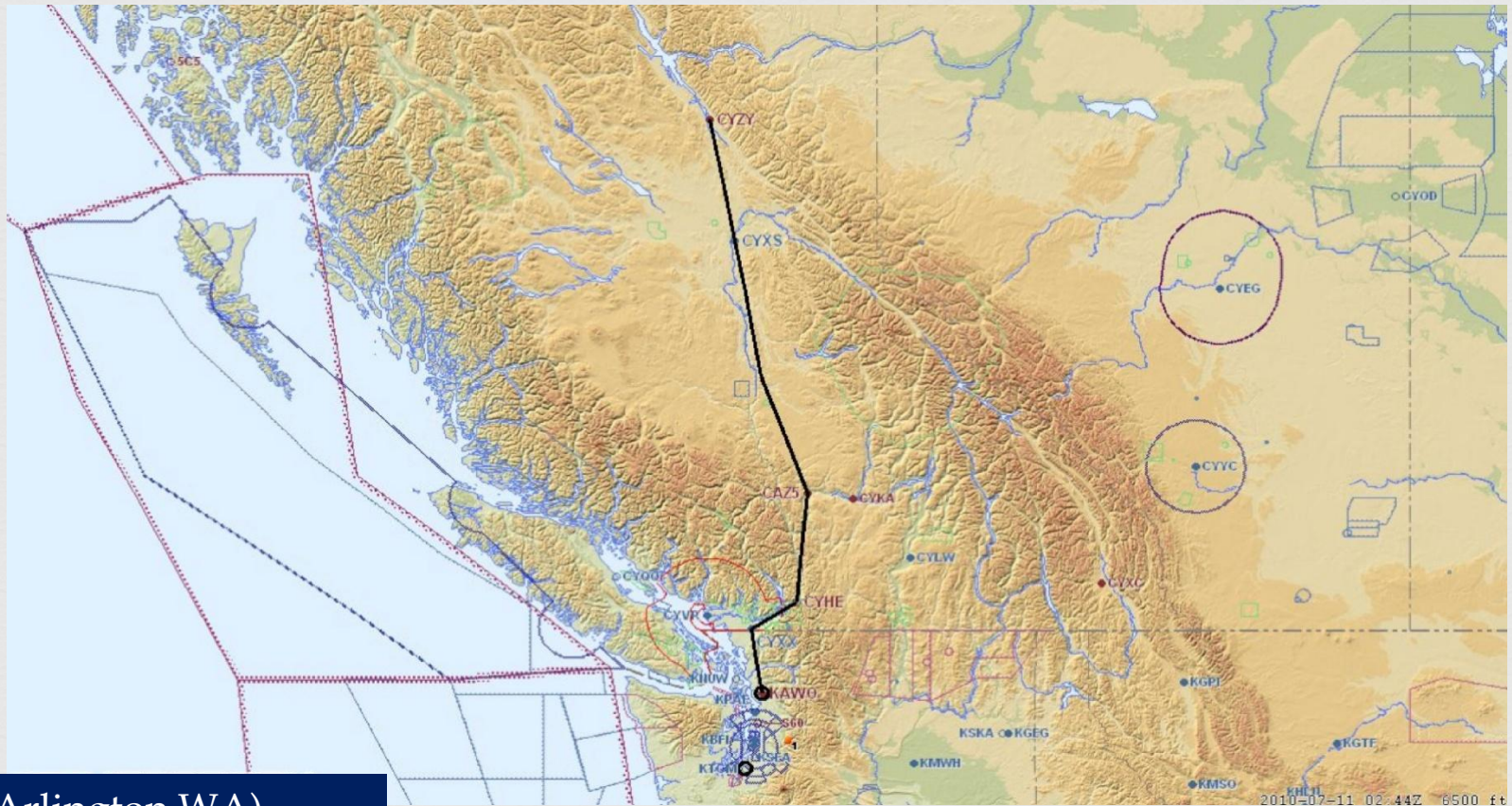


Mount Ranier approaching Seattle



Parked at Arlington – HOT!!

Day 3



AWO(Arlington WA)-
CYXX (Abbotsford BC)-
CYZY(Mackenzie BC)
5.8 Hours

Day 3 – Leaving the US and flying in Canada. Eapis.
Paperwork. Customs in Abbotsford, BC. Flying with
NavCanada. Fuel in liters. Camping at Mackenzie.

Crossing the Border



- ✧ All pilots flying across the U.S. border are required to use eAPIS – CBP's Electronic Advance Passenger Information System
- ✧ Customs user fee decal (\$27.50) will be required on re-entry to USA
- ✧ All aircraft must be on an activated IFR, VFR, or Defense VFR flight plan .
- ✧ All aircraft must make their first landing at a Canada Border Services Agency (CBSA) airport of entry.
- ✧ You are required to provide advance notification to CBSA by calling 1-888/CAN-PASS (226-7277) no less than two (2) hours but no more than 48 hours prior to your arrival.



Approaching the US/Canada border



Abbotsford, BC

Flying in Canada



- ✧ Get the Nav Canada Flight Supplement
- ✧ All flights are on a flight plan. The flight plan is more extensive than in the USA. *Use position reports!*
- ✧ Canada charges U.S.-registered aircraft for ATC services based on the aircraft certified gross weight.
- ✧ No VFR at night (sunset + 1 minute)! Special endorsement (or instrument rating) required.
- ✧ VFR at/below 12,500? - 1200. Above 12,500? - 1400

Communication



- ✧ Flight service universal frequency is 126.7. Monitor this frequency enroute.
- ✧ ATC is the same as in USA.
- ✧ MF (Mandatory Frequency) are assigned to airports with an FSS, RCO, or local government equivalent to an FSS, called Community Aerodrome Stations (CARS), on the field.





Near Hope, BC about to turn north



Camping without much darkness

WARNING

Due to the frequency of human-bear encounters, the B.C. Fish and Wildlife Branch is advising hikers hunters, fishermen and any persons that use the out of doors in a recreational or work related function to take extra precautions while in the field.

We advise the outdoorsman to wear little noisy bells on clothing so as to give advance warning to any bears that might be close by so you don't take them by surprise.

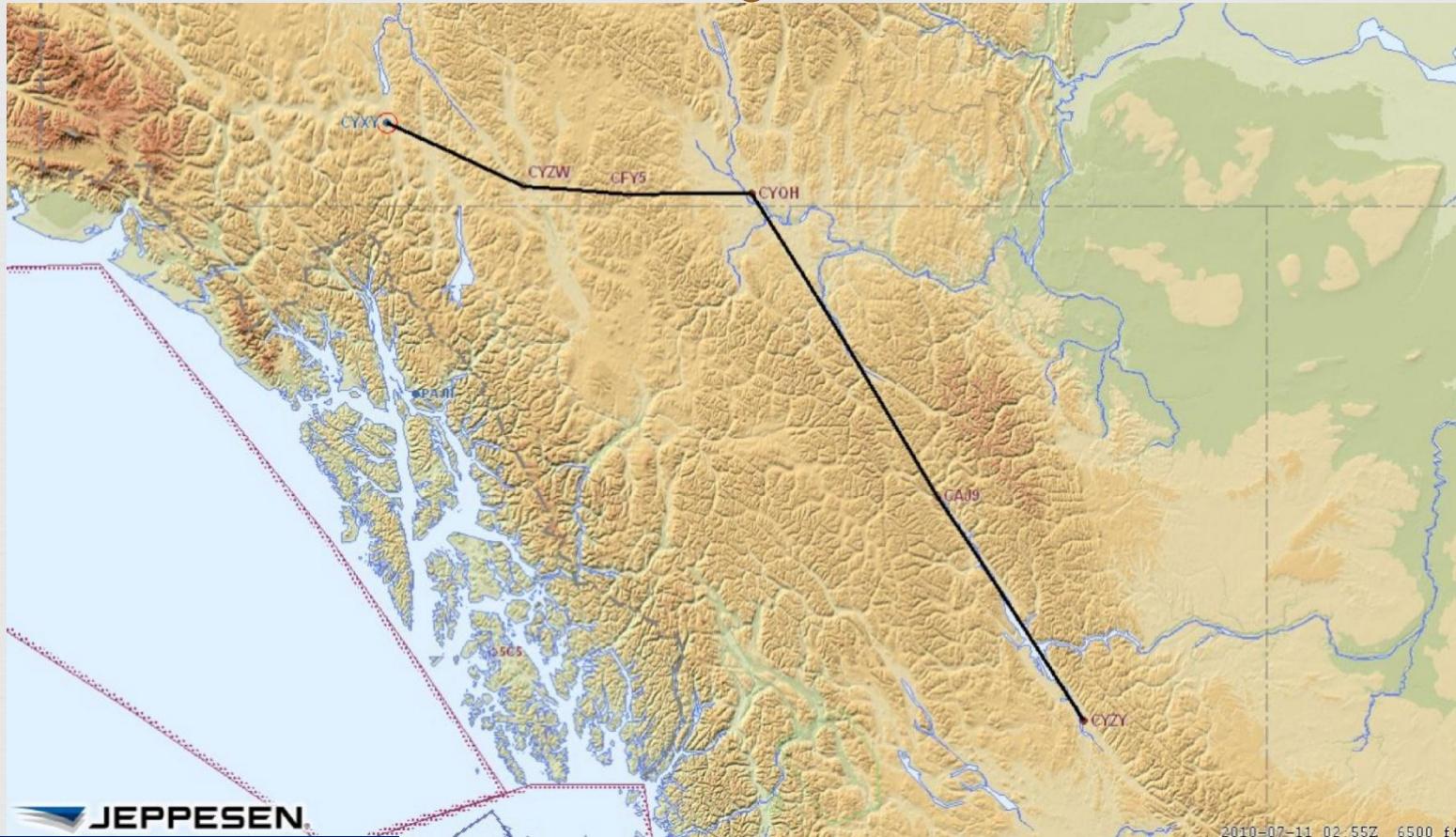
We also advise anyone using the out-of-doors to carry "Pepper Spray" with him in case of an encounter with a bear.

Outdoorsmen should also be on the watch for fresh bear activity, and be able to tell the difference between black bear feces and grizzly bear feces. Black bear feces is smaller and contains lots of berries and squirrel fur. Grizzly bear shit has bells in it and smells like pepper.

TURTLE STAKE
CAMPGROUND



Day 4



CYZY(Mackenzie BC)-
CYQH(Watson Lake YK)-
CYXY(Whitehorse YK)
6.4 Hours

Day 4 – Flying the Trench! What fuel? What roads?
What emergency landing area?



Lots of bugs on departure



Williston Lake – 156 miles long



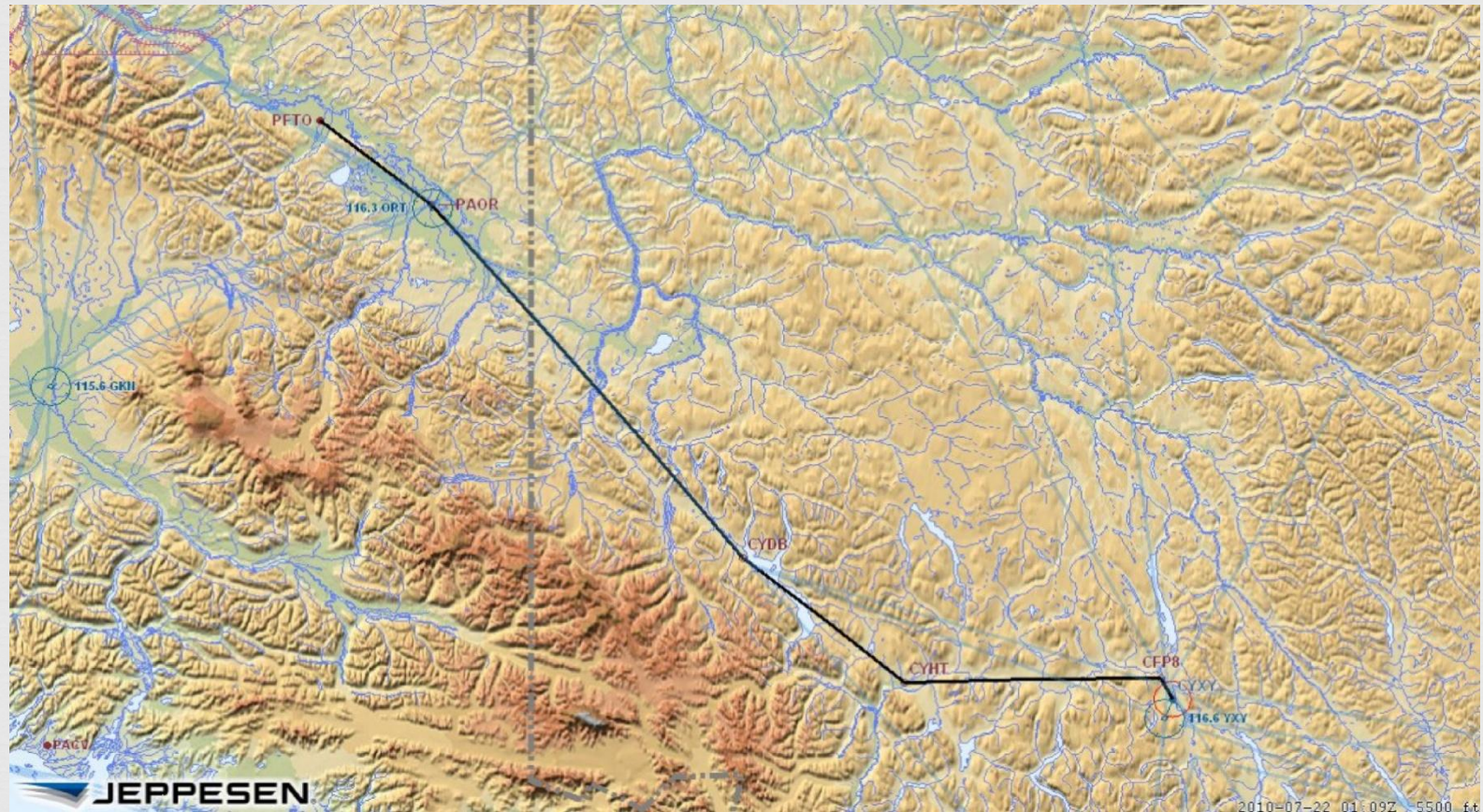
In the Trench. 400 miles without a turn.





Joining the Alaska Highway after
Watson Lake. A perfect landing spot!

Day 5



CYXY(Whitehorse YK)-
ORT(Northway AK)-
6K8(Tok AK)
4.0 Hours

Day 5 - Whitehorse to Tok, AK. Eapis again. Customs (and nothing else) in Northway. Stopped by rain from reaching Anchorage. Love those WX cams!



Leaving Whitehorse



Kluane Lake. Ceilings about 1,400'



Approaching Northway. Ceilings at
1,000'. Visibility 3 miles. No, really!

Cross the US Border



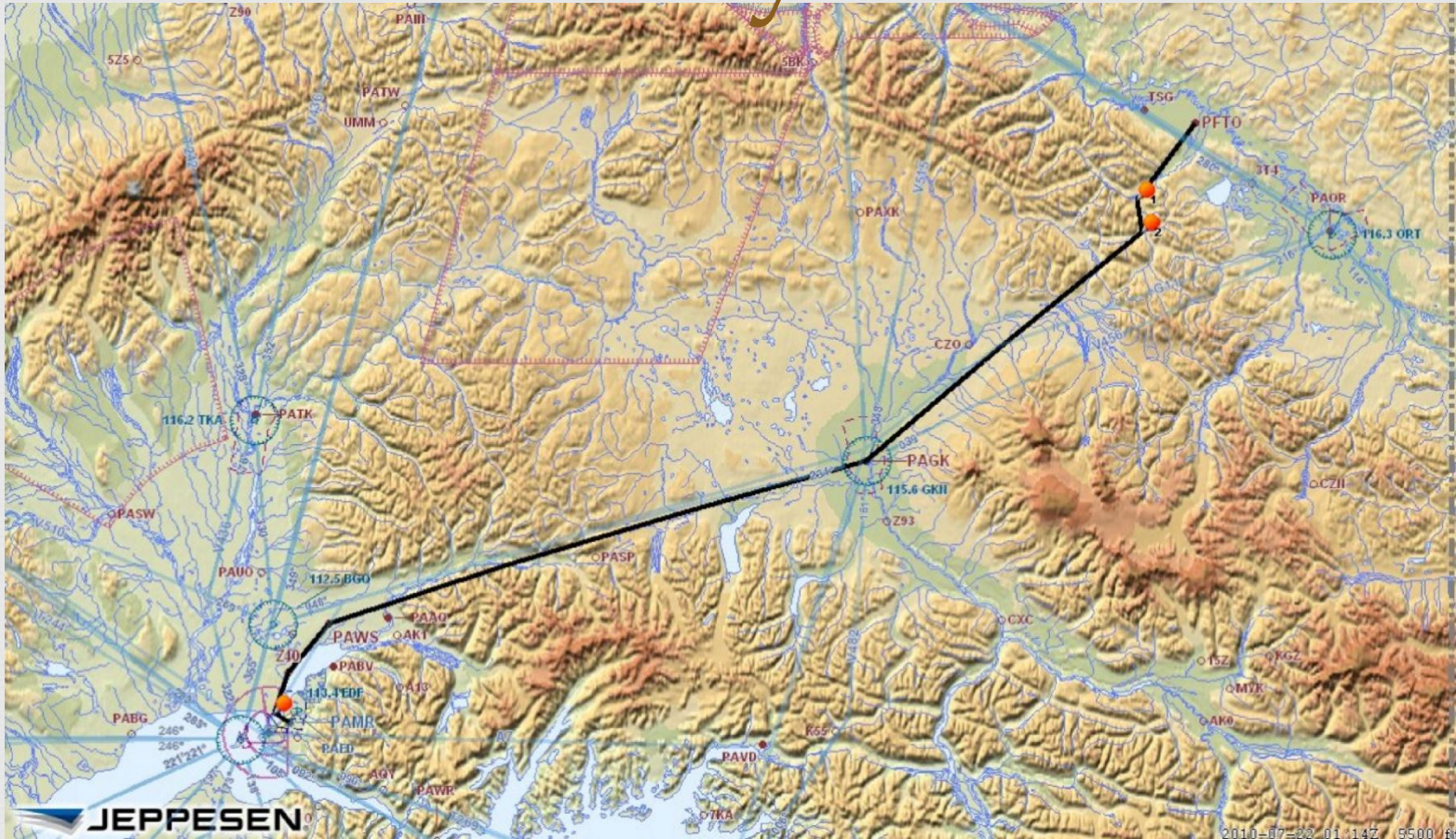
- ✧ Your first landing in the United States must be at an U.S. CBP airport of entry.
- ✧ File an eAPIS arrival manifest.
- ✧ File and activate a VFR, IFR, (or Defense VFR flight plan if you're flying through the Alaska ADIZ).
- ✧ Call U.S. CBP at least one hour and no more than 23 hours before your planned U.S. arrival time.
- ✧ Wait with the airplane for the Customs Inspector.



At Tok, Alaska



Day 6



6K8(Tok AK)-
PAMR(Merrill Field AK)
3.1 Hours

Day 6 - Tok to Merrill Field in Anchorage. What a difference a day makes! Lodging at Ace Hangars.



Copper River. Only one more
mountain range to cross!



First good view of a (Tazlina) glacier



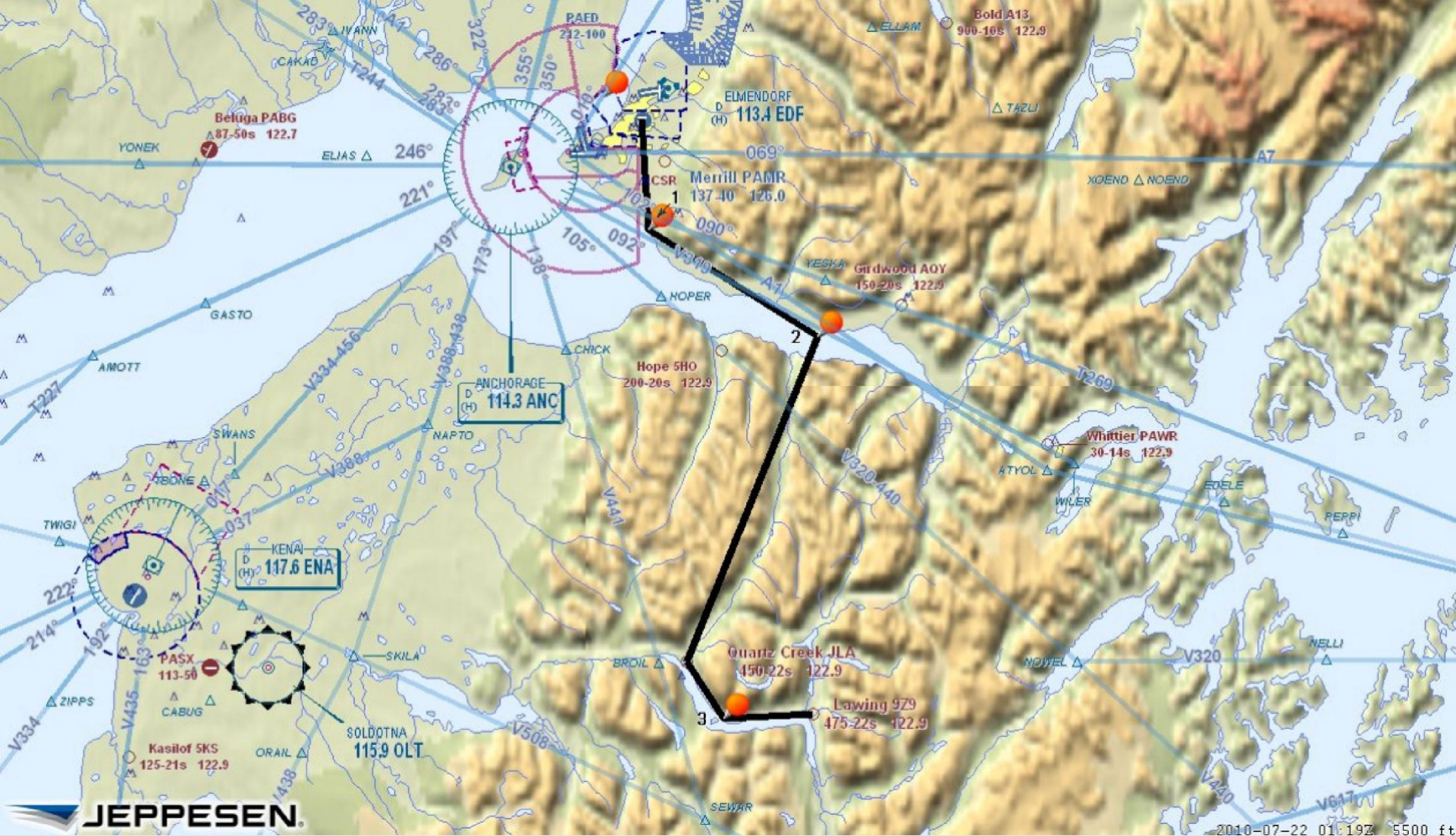
Sheep Mountain. Lots of airplanes have crashed here. Notice the airstrip?



Matanuska Glacier.



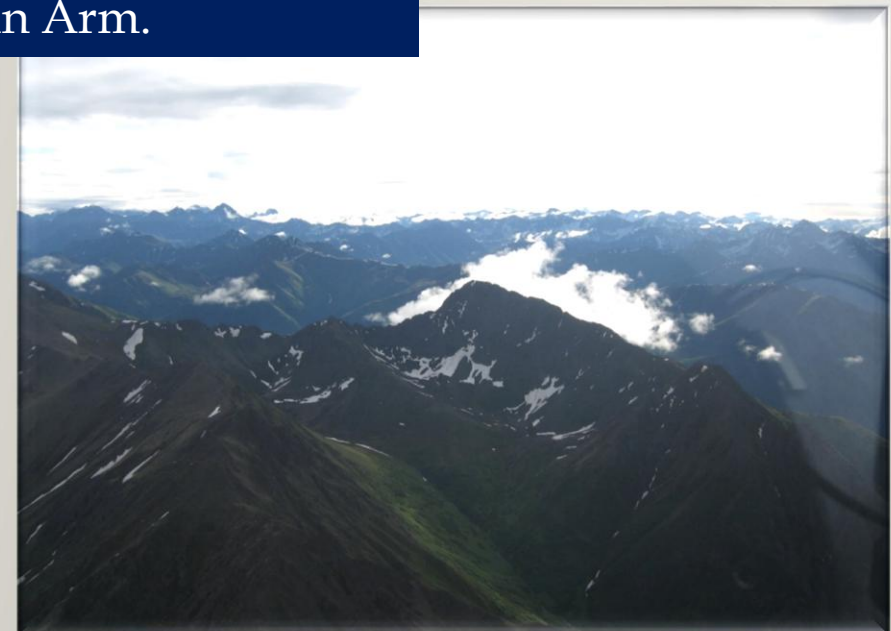
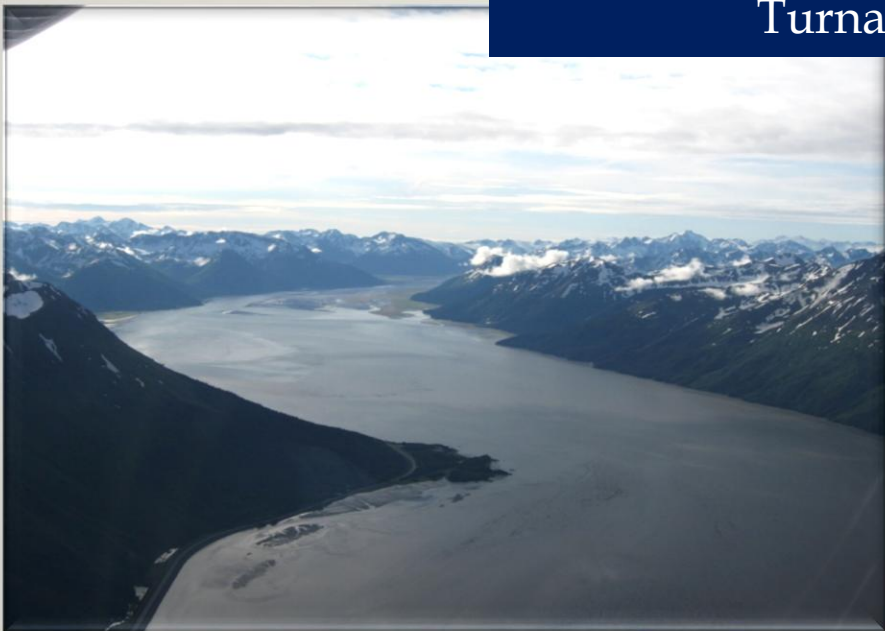
Merrill Field is right in town.

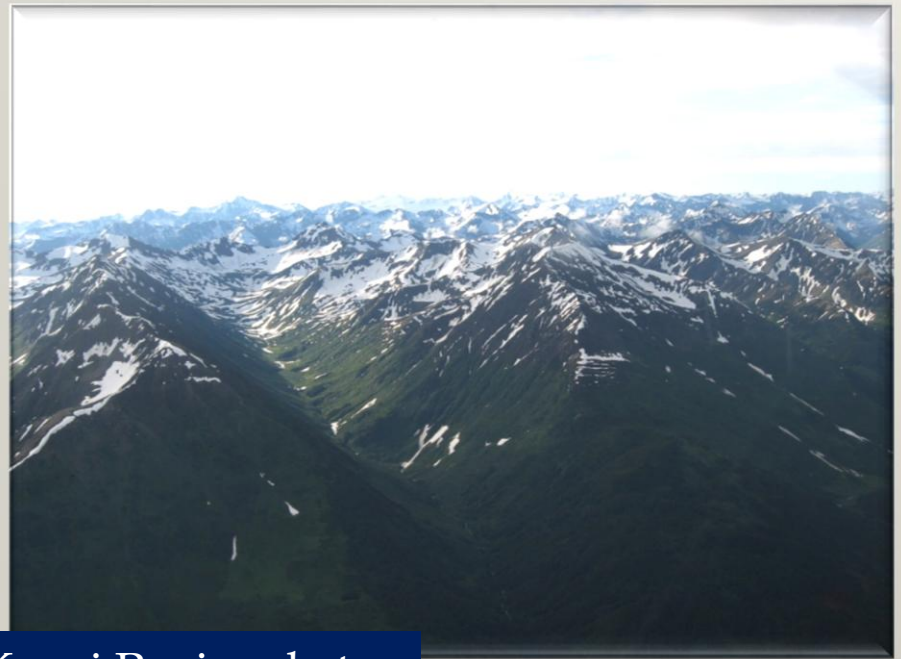


Side trip from Merrill to Lawing Airstrip. Flying over the Kenai Peninsula so I can get to Moose Pass and fly float planes. (What kind of a person spends 32 hours in a little airplane and decides to go flying when he gets there?) Lots of special procedures in the Anchorage airspace.

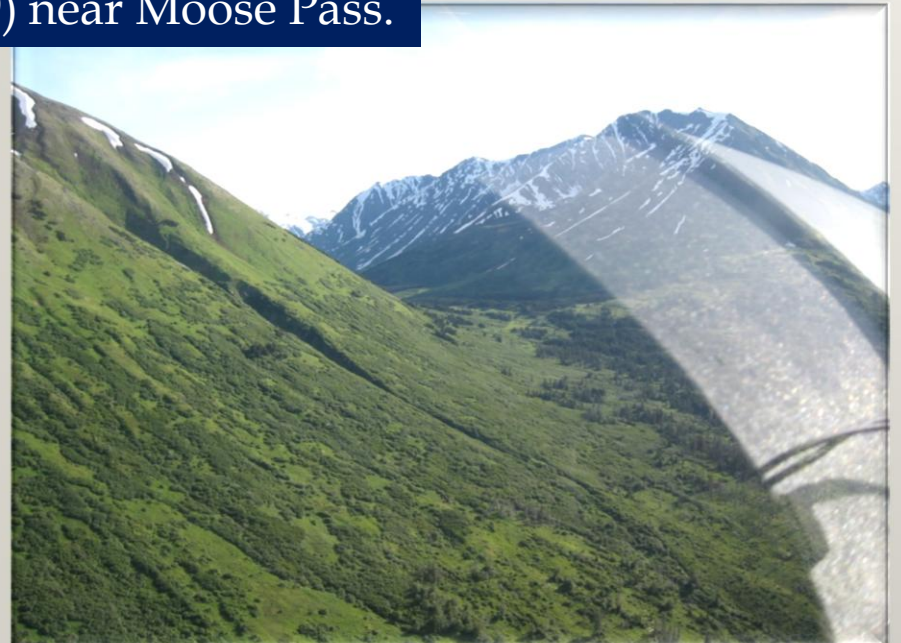


Leaving Anchorage and flying along
Turnagain Arm.



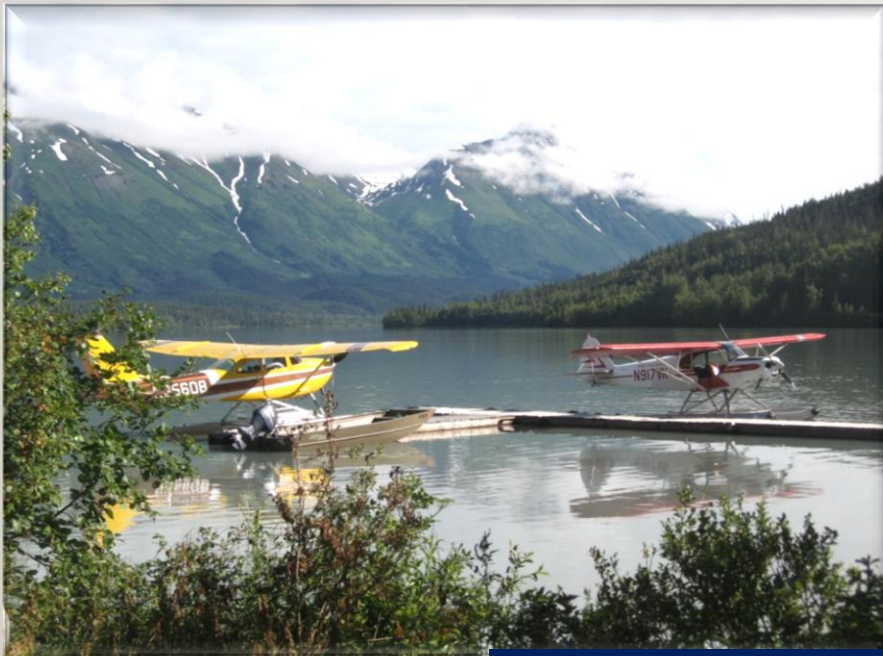


Flying through the Kenai Peninsula to Lawing Airstrip (9Z9) near Moose Pass.





Remember that lesson about short field landings with a 50' obstruction? At Lawing Airstrip (9Z9) .

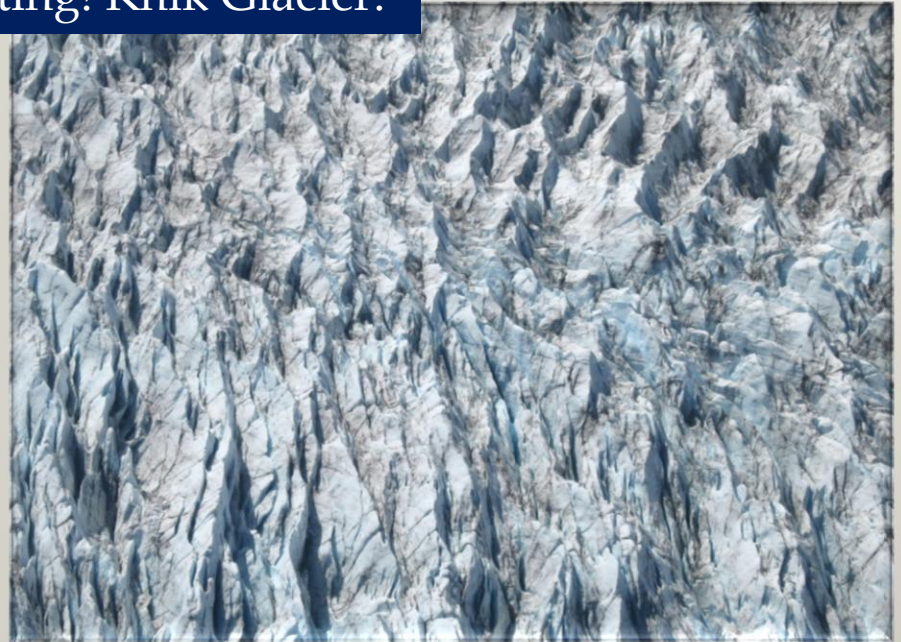


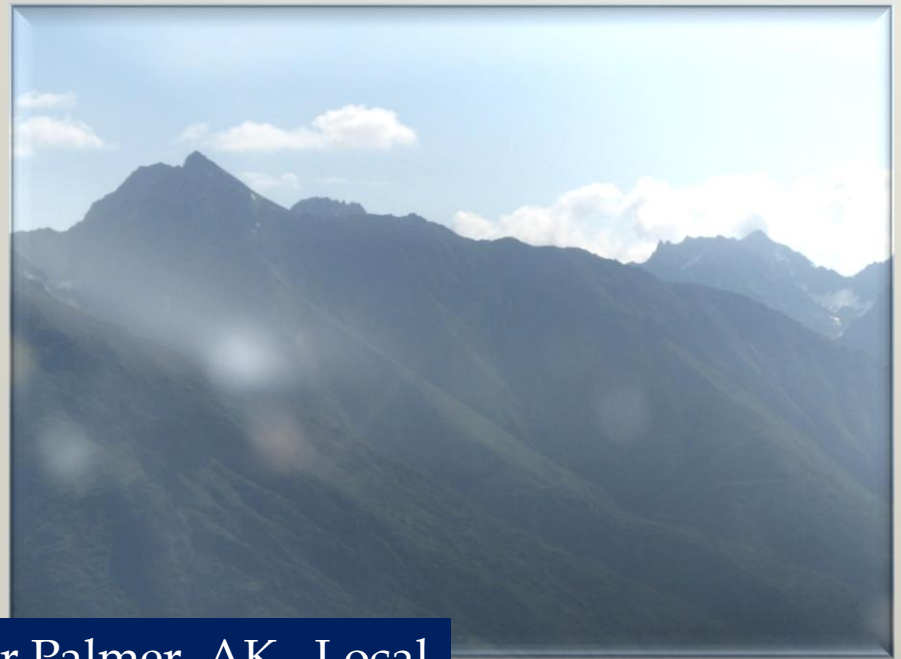
Flying Super Cubs on floats at Trail Lake. Good way to get the BFR!



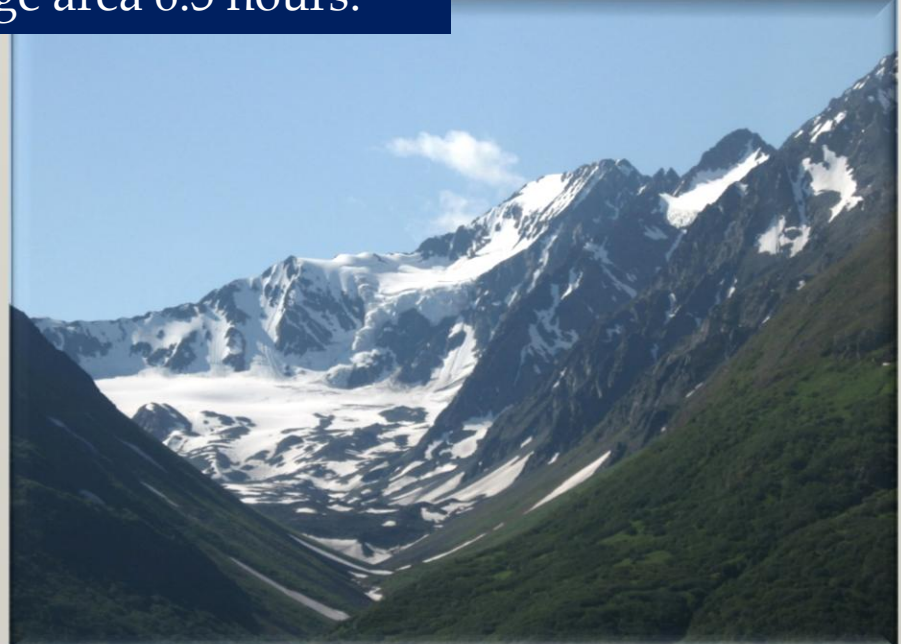


Flightseeing out of Anchorage. Yet another glacier sighting! Knik Glacier.





In the MatSu valley near Palmer, AK. Local flying in the Achorage area 6.5 hours.





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Day 1:
PAMR(Merrill Field AK)-
6K8(Tok AK)-
CYXY(Whitehorse YK)
Hours 6.2

Day 2:
CYXY(Whitehorse YK)
CYQH(Watson Lake YK)-
CYDQ(Dawson Creek BC)
Hours 6.9

Day 3:
CYDQ(Dawson Creek BC)-
CYZU(Whitecourt AB)-
CUT(Cutbank MT)-
BIL(Billings MT)
Hours 9.0

Day 4:
BIL(Billings MT)-
GXY(Greeley CO)-
FTG(Front Range CO)
Hours 5.4

The trip home. Merrill field to FTG via the Alaska Highway. Canadian customs at Whitehorse. US Customs at Cutbank, MT. 2283 NM



Slight delay leaving Anchorage for weather. This was after it improved!



Alaska VFR.



It's getting brighter.



Why are there mountain goats in these clouds?

Challenges on the Way



- ❧ Weather leaving Denver
- ❧ Weather arriving in Alaska
- ❧ Weather leaving Alaska
- ❧ 25 kt direct crosswind at Tok on return trip
- ❧ Muffler cracked and required welding at Whitehorse
- ❧ Flat tailwheel in Dawson Creek
- ❧ Thunderstorms in Alberta
- ❧ Hobbs meter quit. Total flight time 64.3 hours.
- ❧ Credit card company wants money for all that fuel!