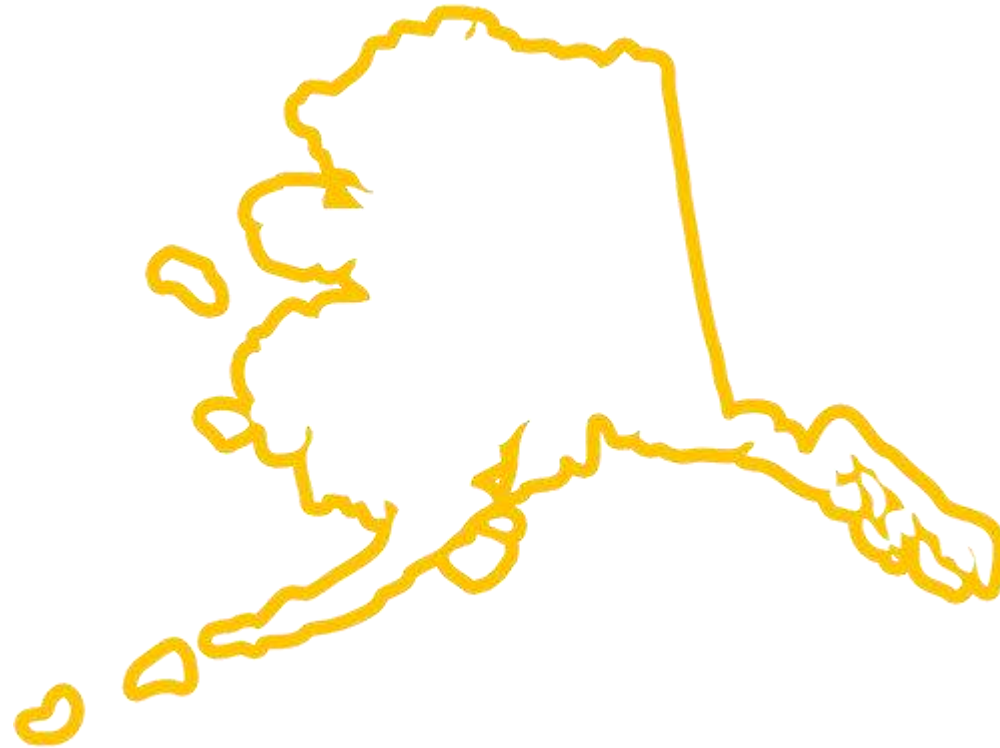


# ALASKA ADVENTURE



- A simple explanation of our trip is “Expand your horizons and reach for the stars.”

# Preflight preparation

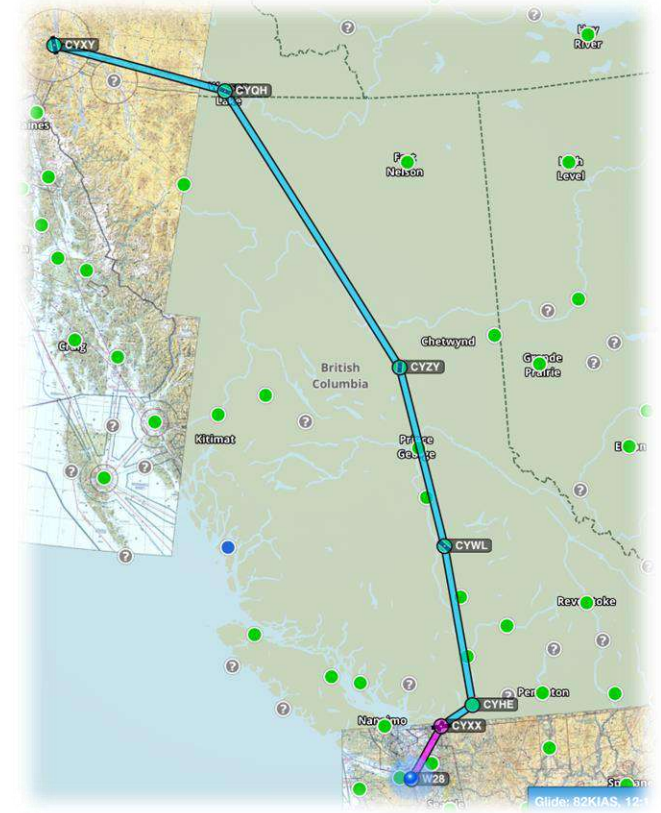
- **PLANNING:** The biggest part of the entire process.
- So much would depend on having all the right documents, ARROW, custom sticker, online account and a plan.
- Knowledge that could be gleaned from reading accounts and tales would all be valuable. You can not be OVER PREPARED.

In April the question was asked, what is that you want to do? I replied “I think I would like to fly to my RV9A to Alaska” and that is how it all started.



And this is how a group of 5 people planned and then executed an astonishing 20 day adventure.

# THE ROUTE TO FAIRBANKS VIA THE TRENCH



- This is the route we actually flew to Fairbanks. During this trip, there were occasions that would stretch my envelope in many directions. This was not the plan that was envisioned but our plan morphed into this route.



# Departing W28 on July 1 in MVFR toward OS9 to Abbotsford to meet the group.

- I am not a scud runner by any means. Departing in less than PERFECT conditions was not in my wheelhouse at all, but I knew the WX beyond Port Townsend (OS9) was VFR and from my past experiences flying over the Strait would be better. (in this case it was not.) However, I found a HOLE and up on top we went.



# Abbotsford Customs Check-in

- CANPASS check in was a simple phone call with the phone provided by the Canadian flight services. Copy your clearance number and “WELCOME TO CANADA, have a safe flight”



Everybody is all smiles ready to DO THIS!



# July 1 Abbotsford to Williams Lake



- Formation flying for the first time.
- The picture on the left is lead Ray #1 and Ernie #2. The picture on the right is Ken #3 getting back into position.

Williams Lake in the rain. Who ordered this?



# July 1 Williams Lake

Weather delay.

Lunch and waiting to see if the weather clears. It did not!

Cab to town – yikes \$45 (USD)

Dinner at the LAUGHING LOON





# July 2 Williams Lake to Mackenzie

Williams Lake via Prince George to Mackenzie. Clear skies so we changed the route. Rather than cross the Rockies we would fly the trench.



# July 2 FLYING THE “TRENCH”



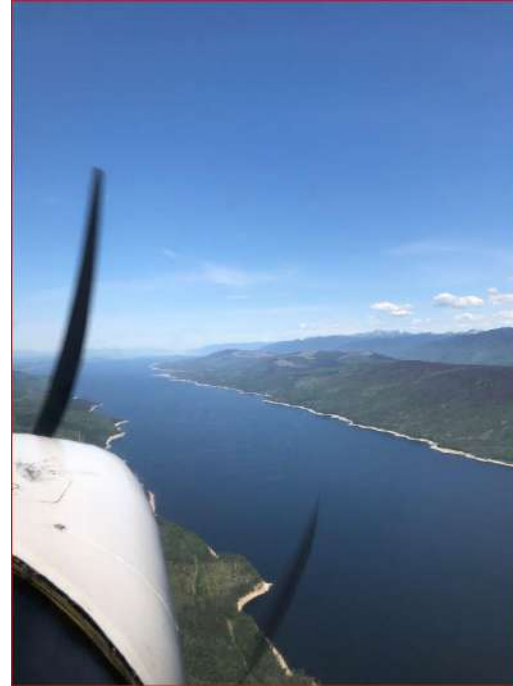
At Mackenzie Vicky had ice cream cones for us as we fueled the birds.

The RV9A (my aircraft) encountered a bird strike after departing from Mackenzie. No damage was determined so we continued on.

Entering the TRENCH was intense (beautiful) for a very prolonged time.

Now on to Watson Lake

The weather changed after we started down the trench.





# Watson Lake to Whitehorse

- Low visibility, flew extreme IFRR (I FOLLOW ROADS AND RIVERS) maintaining our OUT was critical.

... had lower visibility, rain showers (car washes) and rain/smoke but we always had a plan for "OUT."  
At Watson Lake





# July 2-3

- Arriving at Whitehorse after a long (hard) day of 6.5 hours of flying was a welcome relief. We decided to take an extra day and relax and enjoy the local area. It is rich in history.



Captain Ken's  
Adventure



Spare parts for Ernie



We found an airplane on a stick





In Whitehorse we had fun and saw the sights in town.





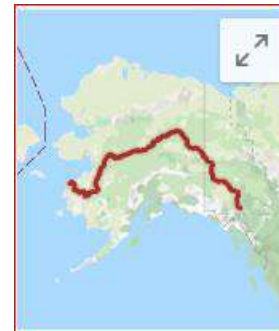




# Putting a leaf in the Yukon River to see if I could beat it to the Bering Sea



The Yukon River (1980 miles long) flows on the edge of the town.



# Last morning in Whitehorse means scramble



Planning to re-enter the US which means eAPIS again. It is a team effort to file three plans and reports. Of course we still have to call Customs.



The crew at the hotel were great. Even had free shuttle to the airport which was nice.



July 4



Northway staging for fire fighting

Northway & customs check in (2.5 hrs. in our plane) then on to Tok for fuel



Crossing the ALCAN Highway going to Fast Eddy's for lunch in TOK

# TOK to Fairbanks





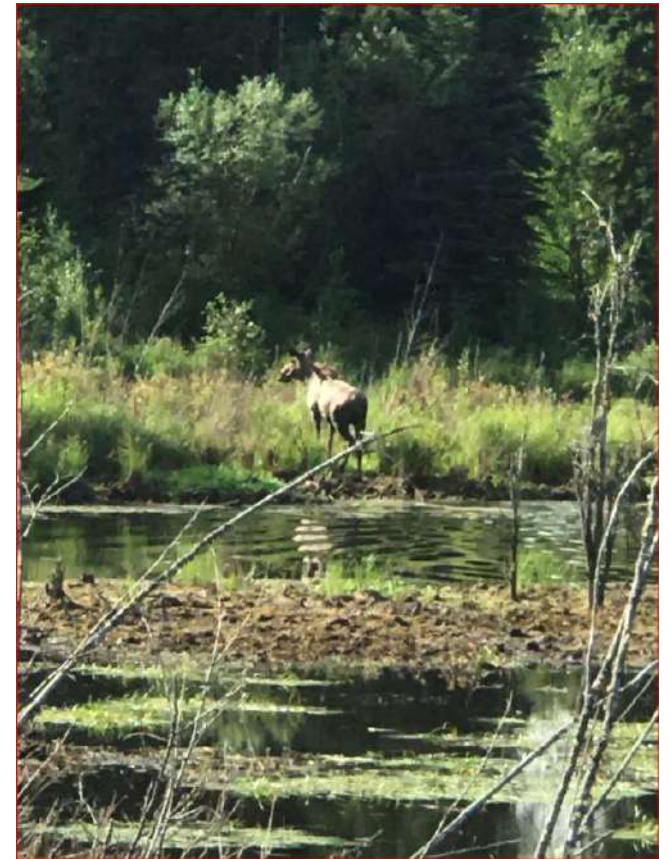


Fairbanks Airport was the first airport I have ever landed at with three different types of runway surfaces. (Asphalt 2R/20L, Gravel/dirt runway 2/20, & Water runway 2W/20W) It is important to listen to the tower and their instructions. You can land on any of these runways at least once.

July 4- 9 Fairbanks ~ Grounded by low VISABILITY aka SMOKE, we improvised. Visibility @ ½ mile

Moose sighting on the way to Chena Hot Springs

Also they seem to like to put airplanes on sticks here. Found this DC6 on a very short runway.





# July 5 Fairbanks

All about the pipeline (800.3 mi) and a PIG



- All about new friends





# July 6

## Test Ride a Seattle Electric Bike



## More new Friends





(air quality?)

July 7

University of Alaska



Animal sighting with the exception of the moose were either in the museum (stuffed) or in a recreation village.



July 7 -

## River Boat Cruise on the Chena River



Dog breeding / training  
for the *Iditarod*

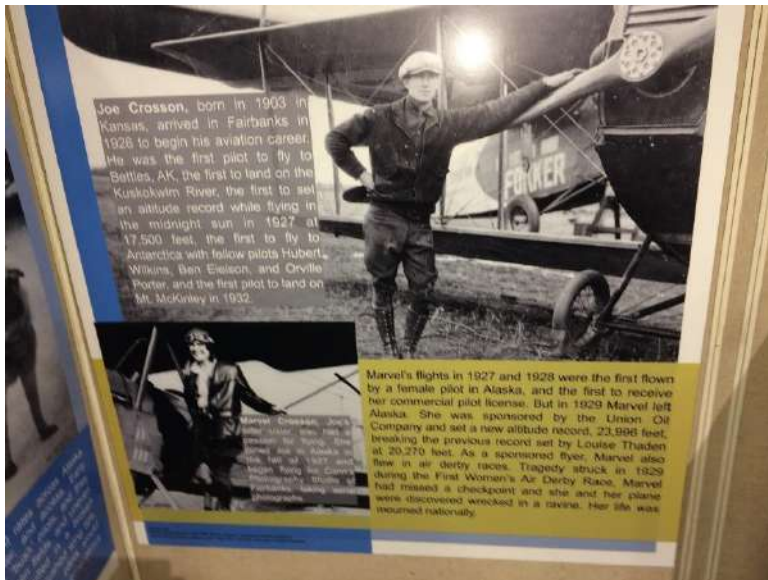




# July 8 more in Fairbanks



History is all around us and there is so much to learn



We did very little flying in Alaska –Northway to Tok to Fairbanks to Tok  
3 flying days to Fairbanks  
4 flying days back to the States.

- Visited Northway (Customs entry)
- Landed in TOK on the way in and on the way out. Fast Eddies in TOK twice
- Landed at Fairbanks and rented space for the planes.
- What we did and what we saw in Fairbanks Alaska.
  - Dinner with new friends for us
  - Pleasant Valley (Moose and Calf sighting)
  - A DC6 on a stick at Chena Hot Springs
  - The Alyeska Pipeline
  - Took the River Boat Discovery tour on the Chena River
  - Went to the Alaska University Campus and the Museum
  - Took a tour of the Fairbanks Control Tower and Approach Control
  - Visited Pioneer Park and air museum
- **Group meeting and decided the WX was not going to change for about a week so..... CHANGE THE PLAN.**



# Having a flexible plan is the only way to go.

- On July 8 we leased space at the airport for 6 months, secured the airplanes and switched to a different mode of transportation.
- We rented a F15 in Fairbanks for the next seven days. Here is a picture of it.
- Wait! It is missing a ZERO.
- Sorry wrong picture



This is the correct picture... I missed the 0





July 9 started the road trip The trip took us places we would not have been if flying.

When you need to change your plans, do so and maximize the effort.

We visited places that were not on the list, as well as a few that were.



Headed to Anchorage. Long day but on the way we ....

- Saw Skinny Dick's Halfway Inn
- Denali National Park (the mountain was not out) but the visitor center was informative.





# July 10 Anchorage Day

- Ate at the original Gwennie's and sent them Sequim Greetings.
- Visit to the Anchorage Tower (it helps to have an FAA Rep ret. with you)



# Road Trip Continues

- July 11
- Kenai Peninsula Chugach National Forest & Portage Lake



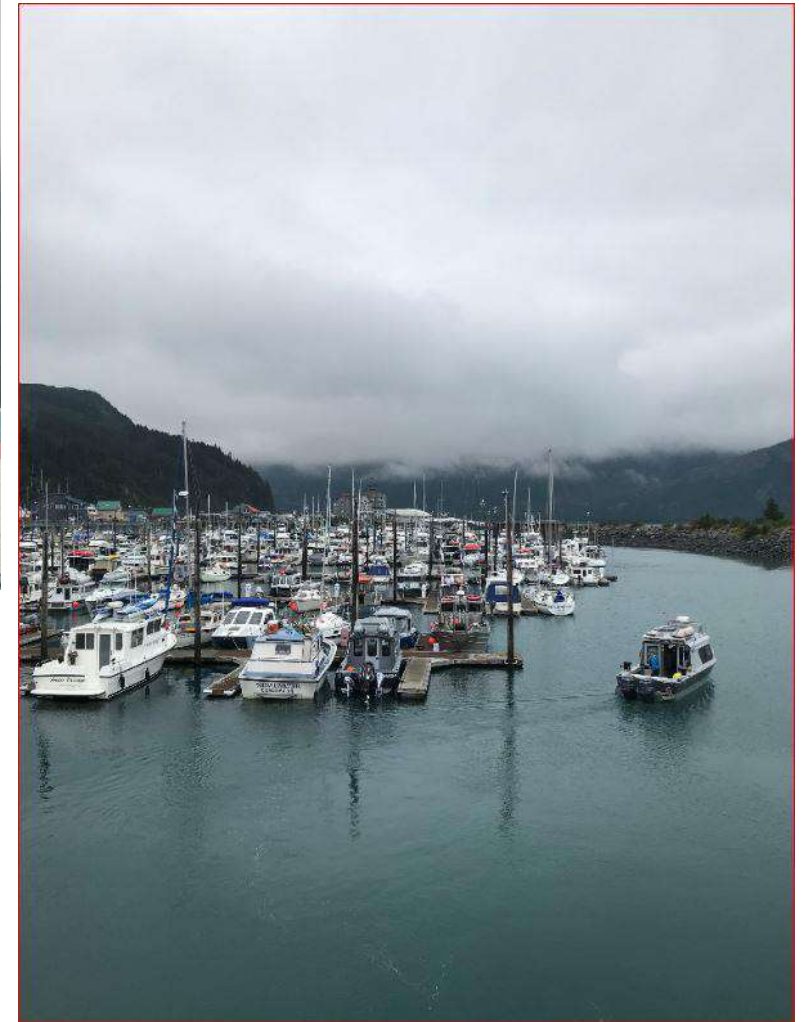




Whittier Alaska visit  
and a really long  
tunnel 2.6 miles



# Whittier

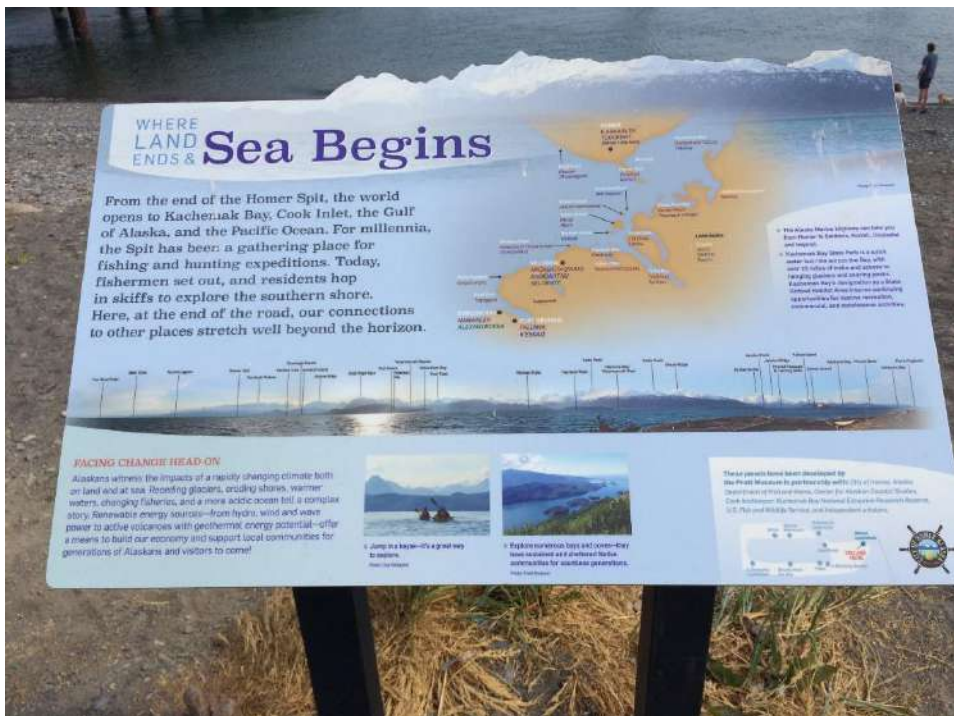




# July 12 Homer Alaska Salty Dawg









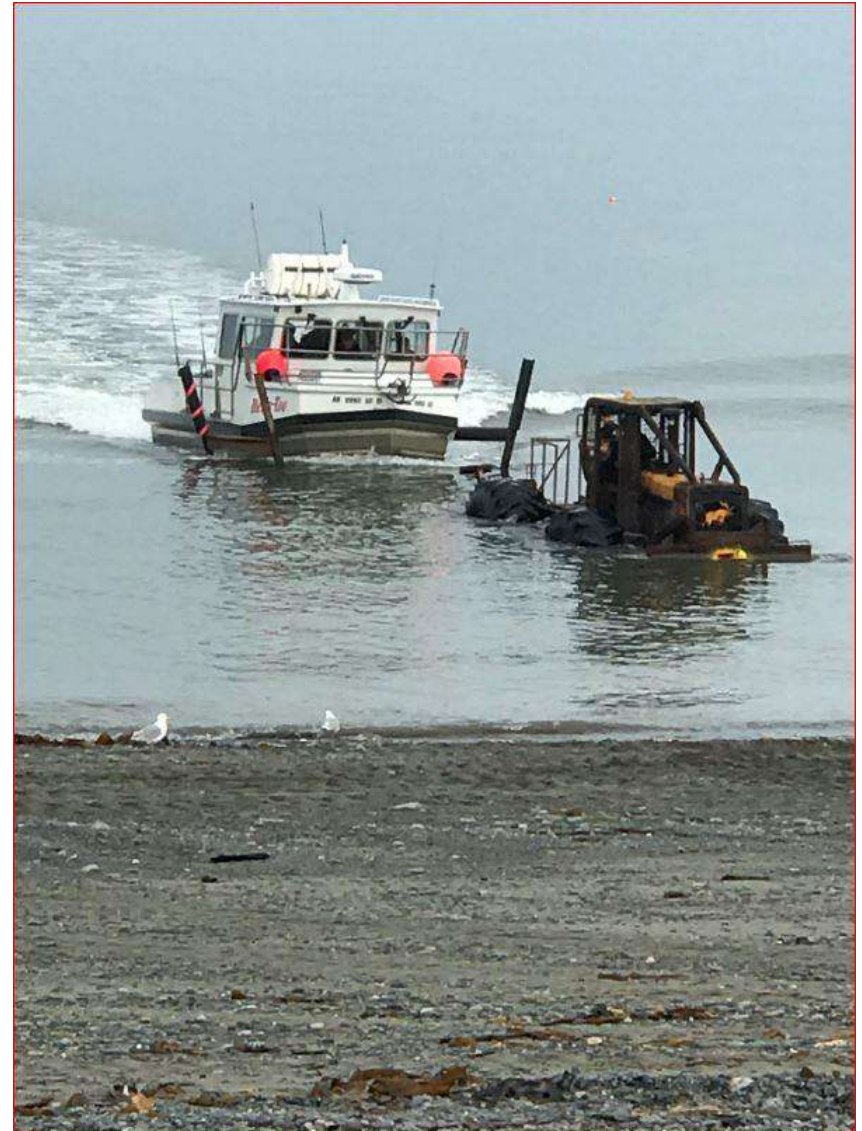




# July 13 Deep Creek



\$75.00 to launch and retrieve a boat.





# Russian River - Dip Net Fishing on the Kenai River

## Russian Orthodox Church and settlement





- July 14 Alyeska Ski Area – Girdwood





# Soaring Eagle Cottages





July 15



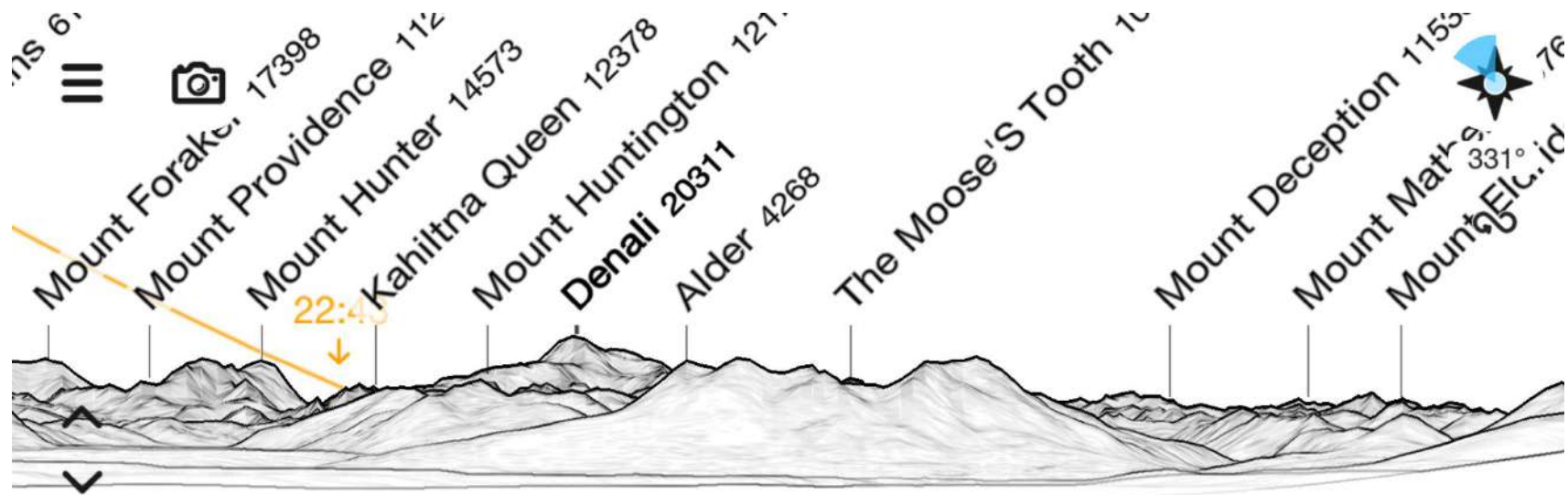
Talkeetna Airport taking tourists to Denali



Coffee before heading back to Fairbanks



Had they been visible this is what we would have seen.



**Denali 20311 ft**

38 mil, 322.4°, 63.0694°N, 151.0054°W, United States (AK)



Silver Gulch for our final meal in AK



Planning session for the return trip



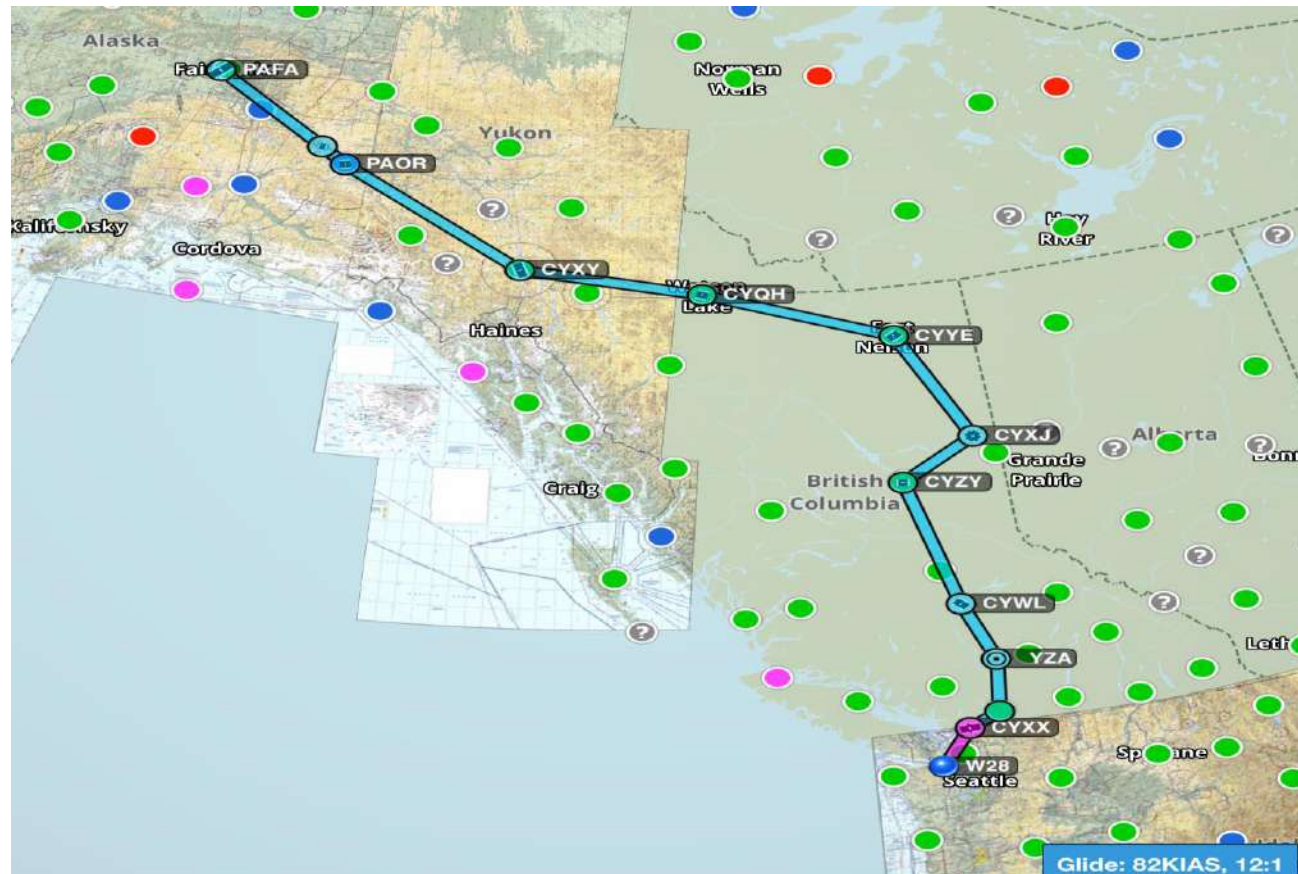




Departing Fairbanks to Tok in more SCUD /  
Smoke / low vis



# Actual Return Route July 16-20





# Fairbanks to Whitehorse YT

- July 16 –At 11:24



Braided river and the highway 15:33



# Arrived at Whitehorse 2<sup>nd</sup> time around

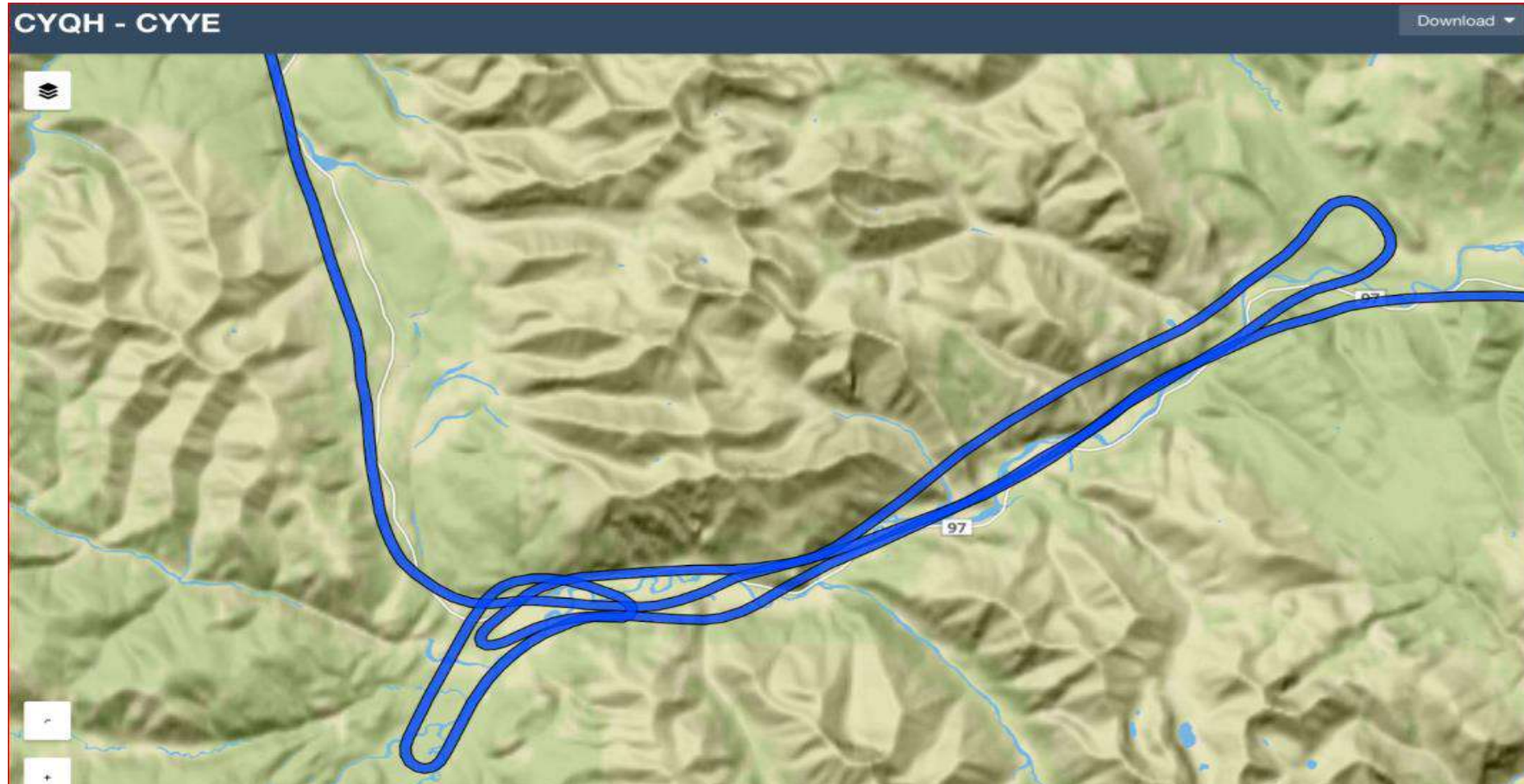


Found a bunch of these just sitting around unguarded.





Route from Whitehorse to Fort Nelson and what you can do when needed. Discuss the options with the team.



# Weather or NOT

- July 17-18 Fort Nelson BC



- The View was not good nor was the forecast. Spent the next day here as well.

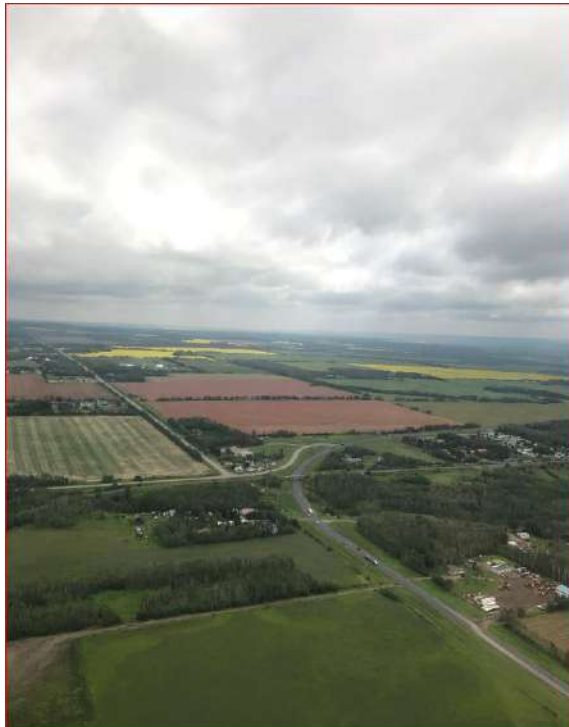


# Baby Steps

- July 19

Quick reposition from Fort Nelson to Fort St. John (229 miles) to get a jump on the weather.

When you have a short flying day it gives you time to explore the town and area. Watched the weather and made plans for the next day. The goal was to be back in our own beds on the 20<sup>th</sup>.



# Final Frontier JULY 20

Departing Fort St. John to Williams Lake



Williams Lake time to file with eAPIS. Port of Entry was going to be Anacortes 74S but on eAPIS it is K74S





Fraser Valley 854 miles long

Mt. Baker looking South



Salish Sea



- 74S arrival on time

- Customs arrived 5 minutes after we were parked in the BOX
- Departed 30 minutes later as a FLIGHT for the last time.
- Flew in formation as each left for their home airport.
  - #2 peeled off first, then followed by #1. Finally #3 used the LIGHTHOUSE ARRIVAL FOR W28

Crossing the Strait



“Last Flight of 3” Taking off



**From 3 to 2 to 1**





# MISSION ACCOMPLISHED

- From the inception of this trip 5 friends spent many hours preparing.

- Aircraft maintenance, Mental attitudes, Bank accounts

- Hours Flown 28.70

- Miles flown 3732.6

- Miles Driven 1450

- 16 landings in 20 days

- Fuel cost \$1191.81 N120LM (all \$ in USD)

- Average fuel cost per gallon / 5.48

Cheapest Fuel Williams Lake 4.77 7/2

- Number of Gallons 220.70

Most Expensive TOK 6.16 7/4 7/16

We left on July 1 as 5 friends and arrived back on July 20<sup>th</sup> no longer as friends but FAMILY.

July 21 we gathered for happy hour since we had been apart for a whole day.

There are two types of plans. Anticipated and the actual execution. Do not let the entire planning process dictate what the final course of action needs to be. Stay flexible. All the planning is very useful to the mission. (I had to learn this on this trip.)



At all times be willing to receive advice and correction. It may appear or seem you have all the answers, but every once in a while others may know more. Listen, evaluate and accept their input.

Do not be macho. If it is beyond your limitations say so. No one will be disappointed or upset. The goal is to have fun and be safe.



You can do more than you think you can. Rely on all the lessons learned and act accordingly. Speak up when it is your turn and state your intentions or limitations.

Envelopes (personal limits) are expandable if done safely.



**Pick your team wisely.**

**There is no “I” in teamwork.**

- One last point: eAPIS (Electronic Advanced Passenger Information System) is not for wimps, nor are the U.S. Customs rules. No options but to comply. Use an international calling plan to phone U.S. Customs before returning to the United States. THIS IS REQUIRED. Ask us what happens when you just show up.

### Tips for flying in Canada:

- Get an international telephone plan before crossing into Canada. They only cost about \$10 a day, and the costs are severe for telephone or data use without them.
- Get familiar with Canadian aviation procedures before going. Canada requires VFR or IFR flight plans for every flight, and radio procedures are different—especially at non-towered airports.
- Get old-school paper VFR sectionals and Facility Guides for Canada. They show the preferred VFR routes that generally follow roads.
- Remember that most U.S. XM Weather subscriptions do not cover Canada.