

Subject: [c-a] Atlantic

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[The Canard Aviators's Mailing list]

Bill,

I went to Ireland from San Diego exactly 12 years ago in Long-EZE N12ET completed earlier that year. I made no modifications because I did not intend to make it a single-leg feat. I remain very happy that I did since the stops on the trip itself were better than the length of the journey and the completion of the jump. I would not be of much help if you are intending the single-legventure.

Crossing the country - San Diego to Boston - was really a test flight for distance. Gene Scott (flying a 182 but also a Long-EZE builder), his wife and I stopped at all the small airports en route we could and really enjoyed the flying community camaraderie. We didn't have GPS then; unreliable transatlantic LORAN was available for a part of the trip, so I really missed ADF (no ground plane). The route I took was up to Moncton, Canada. Marty Plumstead was the Canadian rep who spent several hours there discussing safety issues and inspecting the plane. He was a jewel and I believe I owe a great deal to him and to his organization. Such issues as appropriate frequencies, altitude and weather recommendations, problem areas, to name but a few. Never judgmental, he was encouraging and very interested in my well-being.

As you know, an HF radio is mandatory (don't ask me why - I never used it; always a courteous and disbelieving 747 jockey available and eager to relay messages - even I relayed a message to Sonderstrom FIR for a Danish Air Force Pilot), as is a raft and emergency equipment, an immersion suit and appropriate charts (all available for rental at Halifax, Nova Scotia. These items take up quite a bit of space, if not weight, and must be considered if you're going to put a tank in the back seat. I chose to take both IFR and VFR charts. All told, they took up a large carton. Today, I would get a flightStar, Jeppeson CD and a laptop with a small portable printer (to stay legal) for printed charts when needed.

I decided to go to Narsassuaq, Greenland from Goose Bay (shortest leg). Bad decision. Cape Farewell gets its name for a reason. Coming back, I chose to go to Sonderstromfjord (at the Arctic Circle - West Coast of Greenland), then to Cape Dyer and Iqaluit (has a different name now that it is Native territory).

Going over the plateau, I landed at Reykjavik, Iceland to a marvelous and warm reception from their air club, got good service from BP and went to Shannon for the longest leg - 8 hrs and 1 minute. I used slow speed for endurance so that when I looked back, I could read Warnicke on the spinning prop. Still had two hours of fuel when I landed. Most airports across the Atlantic close up shop at 5 pm local. It is important to design your arrivals so as to not have to pay exorbitant after-hours fees. All air services are fee-for-service including weather briefing and airspace use.

I'm not going to go into greater detail since you are most likely considering a single hop. All I can say is that four-hour legs were

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