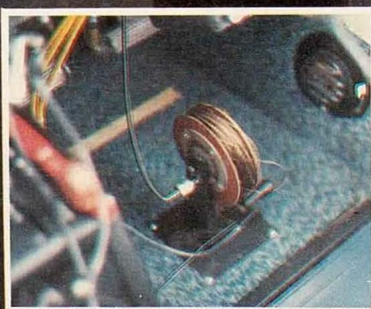
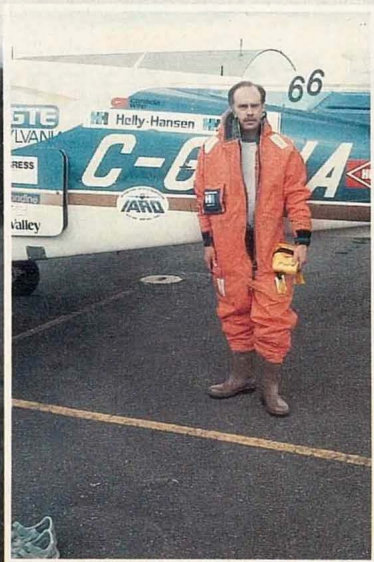


**The TransAtlantic Single.** Ross Robinson (left) and Dan Payne of Winnipeg, one day before departing on the TransAtlantic Air Rallye held earlier this year. Their Rockwell 112 was loaded with overwater gear: multiple survival packs, a raft, aux tanking, backup electrical power for a second ADF, and a lot more. Below, Payne poses in his survival suit. Center, the HF crank mounted on the copilot's floor, and the dimstore-funnel antenna extender. Right, a backup under-panel ADF, dislocated because of the HF and Loran C units in the right panel.





# Light Aircraft TRANSATLANTIC Flying

by Peter Lert  
Part II: Off We Go!

**W**ell, this is it: You've made all the preparations, installed the radios and fuel tanks, bought or rented your survival gear, studied the information in your Jepp North Atlantic Trip Kit. You're ready to start out on the Great Adventure, and you may be asking yourself, "What the (expletive) have I gotten myself into?"

Relax, my friends. In many ways the worst is over. Getting everything ready is probably the hardest part. From here on, all you have to do is fly — and the fact that you get this magazine indicates that you already know how to do that.

If you're flying a single or light twin with so much fuel that it can't hold altitude on one engine, your first stop is predetermined: Moncton, New Brunswick, where an inspector from Transport Canada will check to make sure you have the wherewithal to make the flight safely (see Eastbound Ocean Departures in this issue). Don't try to circumvent this inspection: It's no big deal, but the Canadians have gotten tough about it, and it could be a real drag to get all the way to Goose Bay or Frobisher and be turned back because you *didn't* get it. Call (506) 388-7131 for an appointment before you leave the U.S., and you shouldn't have a problem.

Normally inspections are carried out during business hours and require 48 hours notice. But at least they don't cost anything. It really helps to get the information packet available from Transport Canada a few weeks in advance to familiarize yourself with what they'll want. And it's full of other useful information, too.

## Central vs. Far North

Last issue, we briefly discussed the two routes through Canada and

Greenland to Iceland: the central route, from Goose Bay to Narssarssuaq and on to Reykjavik, and far northern route via Frobisher, Sondrestromfjord, possibly Kulusuk, and Reykjavik. The routes rejoin at Iceland, then diverge once again to include the Faeroe Islands for short-range airplanes before finally rejoining in Scotland.

## Far Northern Route

The far northern route is considerably longer — figure on at least a

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couple of days — and offers little in the way of scenic attractions. In fact, it has only one thing going for it: The longest single leg is only 480 nm, making it suitable for even smaller aircraft without large aux fuel supplies. Unfortunately, Loran coverage is nonexistent over much of the route.

I'd suggest going no farther after departing Moncton than either Baie-Comeau or Sept-Isles, both on the northern shore of the St. Lawrence, before stopping for the night. It's about 1,500 nm on airways from Moncton to Frobisher, and there's almost nothing available in the way of overnight accommodations between Sept-Isles and Frobisher itself. In my experience, beautiful downtown Kuujuaq is particularly to be avoided for anything but a fuel stop. Even

when it was still called Fort Chimo, it was a pit — and an expensive one at that.

Your route will take you northward past Wabush and Schefferville, the latter being the "end of the tracks" as far as VOR navigation is concerned. From here on you navigate by ADF. When you stop for fuel at Kuujuaq (and I assume you have fairly short range or you wouldn't be scrounging around here in the Great White North in the first place!), wriggle into your survival suit. Or at least get your legs into the bottom half and put the rest behind your back in the seat. Between here and Frobisher on Baffin Island, you'll be crossing the Hudson Strait, which is often ice-choked even during the summer.

The terrain is generally flat around here, the result of being covered by glaciers for millions of years. After a few hours of flatland, climaxed by the Strait with its flat pack-ice and tall icebergs, you'll be glad to pick up the Frobisher NDB and VOR, and head for the long, single runway. The "town" is a loose collection of prefab buildings, most of them scattered around one end of the strip. Fuel comes from the big hangar, and the large building on the knoll east of the field includes the FSS and separate Met Office (weather). Accommodations are available and changeable; the last time I passed through (in a Partenavia after being weathered out of Narssarssuaq on my way west from Iceland), I ended up in a spartan — but clean — prefab motel with satellite TV and good cafeteria-type food. After some 13 hours without an autopilot, I wouldn't have been choosy anyhow.

Before you leave Frobisher, you'll make your first acquaintance with some new friends: the ICAO flight



plan form, and international-style weather reporting formats (as opposed to North American formats).

All right, campers. Back into those survival suits as we prepare to leave North America! Next stop, only 477 nm down the road, will be Sondrestromfjord, Greenland, on the other side of the Davis Strait. Track outbound on course from the Frobisher VOR and get a good lock on the magnetic heading it takes to hold your track. This is your first look at what kind of wind you have to deal with, at least at this end of the flight.

Once the VOR flags out, you're back to the heyday of the ADF. You can try tracking outbound from Frobisher on it, but I'm very leery of the procedure in this particular case. Why? Because even a pilot as meticulous, as precise, as experienced, as brilliant, and even as modest as I am, can't do any better going outbound than what the mag compass/ADF team will offer. Also up here, that ain't a lot, with a variation of about 43 degrees, and a very sluggish, swinging needle on the ADF. About all you can do is hope to hit some cushy spots, fly smoothly, average out the swings, and set your DG accordingly. (Slaved DG owners, take note: The devices can act weird up here.)

As I mentioned earlier, Loran won't work at all in this area. Even if you can get some numbers out of the thing, they'll be little more than just random numbers. Instead, the trusty ADF will help you track toward the Holsteinsborg beacon in Greenland, on the coast just west of Sondrestromfjord. A not-terribly-powerful NDB at the DEW line station at Cape Dyer, somewhat north of course, is handy for crosschecks. When it's just off your left wingtip (no wind), you're almost exactly halfway there. When you're in closer, Sondrestromfjord has its own NDB, which can get you in range for the standard radar approach (ASR or even PAR if necessary). There's also an NDB approach, but minimums are high enough to make it rather useless much of the time. Anyway, how often to you get to shoot a real PAR? "On course, slightly on glide path . . ."

Once you're down at "Sundy" (Sondrestromfjord's nickname), politics rears its ugly head: The base is still a joint U.S./Danish operation, and while foreign citizens can come and

go as they please, Americans need prior permission from the Pentagon to use the facility — unless we want to pay a hundred-dollar fine in addition to the 60-bucks-or-so landing fee. (The latter is due with or without prior permission.) If you want to take the time and effort to get permission before departing, go ahead. You'll have to fill out quite a bit of paperwork and provide proof of insurance, and so forth. The whole process takes a month or more, and will probably end up costing you close to a hundred dollars. So, many northern pilots just resign themselves to paying the fine. You don't get thrown in

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## Many northern pilots just resign themselves to paying the landing fine.

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the brig or anything — they're quite accustomed to the process, and glad to take your money.

The military base is on the south side of the long runway. The civil terminal, with its SAS hotel upstairs, is on the north. There's also a souvenir shop with local handicrafts. But be warned that the gorgeous sealskin parkas are illegal to bring back to the States, even though they're made from local adult seals which the Inuit hunt for food (rather than those appealing little babies you see clubbed to death on Greenpeace posters).

If you have a couple of days to spare, by all means try to take a boat or helicopter trip to one of the outlying villages to get more of a taste of real Greenland life.

### **Across the Icecap**

Leaving Sondrestromfjord, you must climb to at least 11,000 feet, the MEA across the vast and featureless Greenland Icecap. This massive hunk of frozen water is over 11,000 feet thick in places, rising over 9,000 feet MSL while its weight shoves the underlying rocks to 2,000 feet deep at the center of the island. It is shaped smoothly from the center to the

coasts, where it descends to sea level in glaciers which break off to form icebergs. (There was once a sign in the bar at Sondrestromfjord advising tipplers that the ice in their drinks was millions of years old.)

The center of Greenland is utterly uninhabited save for a couple of DEW line radar sites built on the ice. One of them — Sea Bass — lies along your route, and the folks there will chat with you on VHF, providing radar fixes if you desire. The single radar dome, with its packed-snow strip for the ski-equipped C-130s which supply it, looks small and lonely in the middle of the ice. A similar station, Sob Story, is south of your route, and another — Big Gun — lies just east of Kulusuk, 344 nm east of Sondrestromfjord.

Kulusuk's NDB is usually easier to receive from the east than the west. But there is a local broadcast station at 1100 kHz that's often stronger. Just listen for music or announcements either in Danish, which sounds like ducks quacking, or Inuit, which sounds like someone gargling. The gravel strip lies at the end of a little inlet, with a wrecked DC-3 at the north end. A little terminal caters to daily loads of tourists, who arrive from Iceland in an F-27 and are marched by guides to an Inuit village at Cape Dan about three miles away. Fuel comes from 55-gallon drums here, as it does in Sondrestromfjord, and you can buy only whole drums. If you need less than 55 gallons, too bad. (But just notice how smoothly and powerfully the snowmobiles and outboard motors run around here.)

There are no accommodations at Kulusuk proper except for the staff, so plan on bringing camping gear if you want to stay here. You can probably scrounge a cup of coffee at the canteen near the AFIS (*i.e.*, Flight Service) about half a mile from the field. If you want to stay a couple of days, you'll need to go by boat to Angmasalik on the other side of the fjord, but be warned: An acquaintance went over for a night, and during the night the wind changed and blew the pack ice onshore. This made the fjord impassable, and he spent three days of gorgeous flying weather unable to get to his airplane.

### **Across the Denmark Strait**

It's 384 nm across the water from Kulusuk to Iceland, and you can try



tracking outbound from the Kulusuk beacon for a while, keeping in mind the 32-degree variation here. There are good NDBs in Iceland, as well as a monster LF broadcast station at Reykjavik at 209 kHz. Reykjavik airport offers two ILS approaches, various others, and the nicest hotel on the North Atlantic just 50 yards from where you park your airplane. I'll discuss that in more detail after those Long Rangers from the central route catch up with you.

### Meanwhile, on the Central Route . . .

Those of you with more tankage and range will doubtless elect the central route via Goose Bay and Narssarsuaq. Just be aware that *quite a bit* of range is required: Although it's only about 700 nm from Goose to Narssarsuaq, it's almost 400 more to Sondrestromfjord, the only really dependable alternate. (Godthaab/Nuuk is about half that far, but the same weather that can knock out Narssarsuaq can take Godthaab down, too. Moreover, last time I checked there, they didn't have any avgas, and didn't know when they were going to get some. If you landed there at such a time, you'd have to have a barrel flown in from Sondrestromfjord or Narssarsuaq, and at great cost.)

What all of this means is that you might need to fly 1,100 nm, plus missed approaches, plus wind factors, plus holding, plus your fudge factor. I'm not completely comfortable going out of Goose with less than 1,300 miles in my tanks, and much prefer 1,500. That's not all that much, actually: In a typical single, about 50 or 60 gallons in the cabin will usually hack it.

First, though, we have to get to Goose. The most direct way out of Moncton takes you northeast to Malpe intersection, then north on Amber 12 to Gaspe, then AR-1 over the NDB and gravel strip at Lake Eon and on to the big military base at Goose Bay, complete with VOR, TACAN, ILS, and radar approaches. There are actually two towns here, Goose Bay and Happy Valley, with the Labrador Inn getting my nod for an overnight stay. You'll be parked for the night in front of the little passenger terminal, where the local security people will meet you and help you arrange for fuel.

Recently, a little counter and a few stools were added to the so-called lunchroom, but the food is still the same plastic-wrapped prefab sandwiches, which the attendant will nuke for you in her handy microwave. If the lunchroom is closed it often is, the bowling alley about half-mile away will provide unbelievably wretched hamburgers. Get reactions from the security people if you want to prove this.

The AFIS and Met Office are in the white building at the base of the tower, about 200 yards west of the terminal. This is where the central-route types will make your first ac-

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quaintance with the ICAO flight plan form and international-format weather. The Goose weather people are very experienced and very good at briefing people going to Greenland. Listen to them. If they say don't go, just don't go. There are few fates worse than a weekend in Goose — and going down in the Davis Strait is one of them.

### Historic "Bluie West One"

Have you ever read Ernie Gann's famous *Fate is the Hunter*? He describes a flight to what was then called Bluie West One, the strategic strip in southern Greenland. It's now called Narssarsuaq, but its designator — BBGW — still reflects its origin, and I'm told by old-timers that it hasn't changed much.

One thing you should bear in mind when planning a flight from Goose to Narssarsuaq is your time of arrival. If you get there outside of normal business hours, you need both landing permission and enough cash for a \$100 fee. Weekends and holidays, it's \$150, so consider yourself warned.

Track outbound from Goose VOR, and note the wind. Your Loran will probably show good signal strength,

don't work worth a darn. It is due to station geometry, and it should lock back where around the Loach reporting point, about 1.5 hours of time. Almost an hour of this leg will be over land, as you proceed down Lake Melville toward the sea, which may well be dotted with icebergs.

As you leave the coast, note there are various means of navigation available to you. "Back bearing" is never terribly reliable but better than nothing, can be based on the Rigolet or Hopedale NDBs. Better yet, ahead of you is the powerful NDB on Simiutaq island. I can sometimes get this one almost as soon as leaving Goose, and it's always been good no later than half way across. There's also a broadcast station there at 700 kHz.

This leg may mark your first use of the HF, so crank out (or tune up, as the case may be) your antenna and have at it. The format is to start by establishing contact:

"Gander, Gander, Gander, November 1234 Charlie on eight eight nine one, position."

They'll reply, "Go ahead with your position," and you then make a standard position report: Identification, position, time, altitude, estimated time at the next reporting point, name of the point after that one, and finally — if you really want to sound professional as well as helpful — the wind, temperature, and significant weather.

Here's an example of a report:

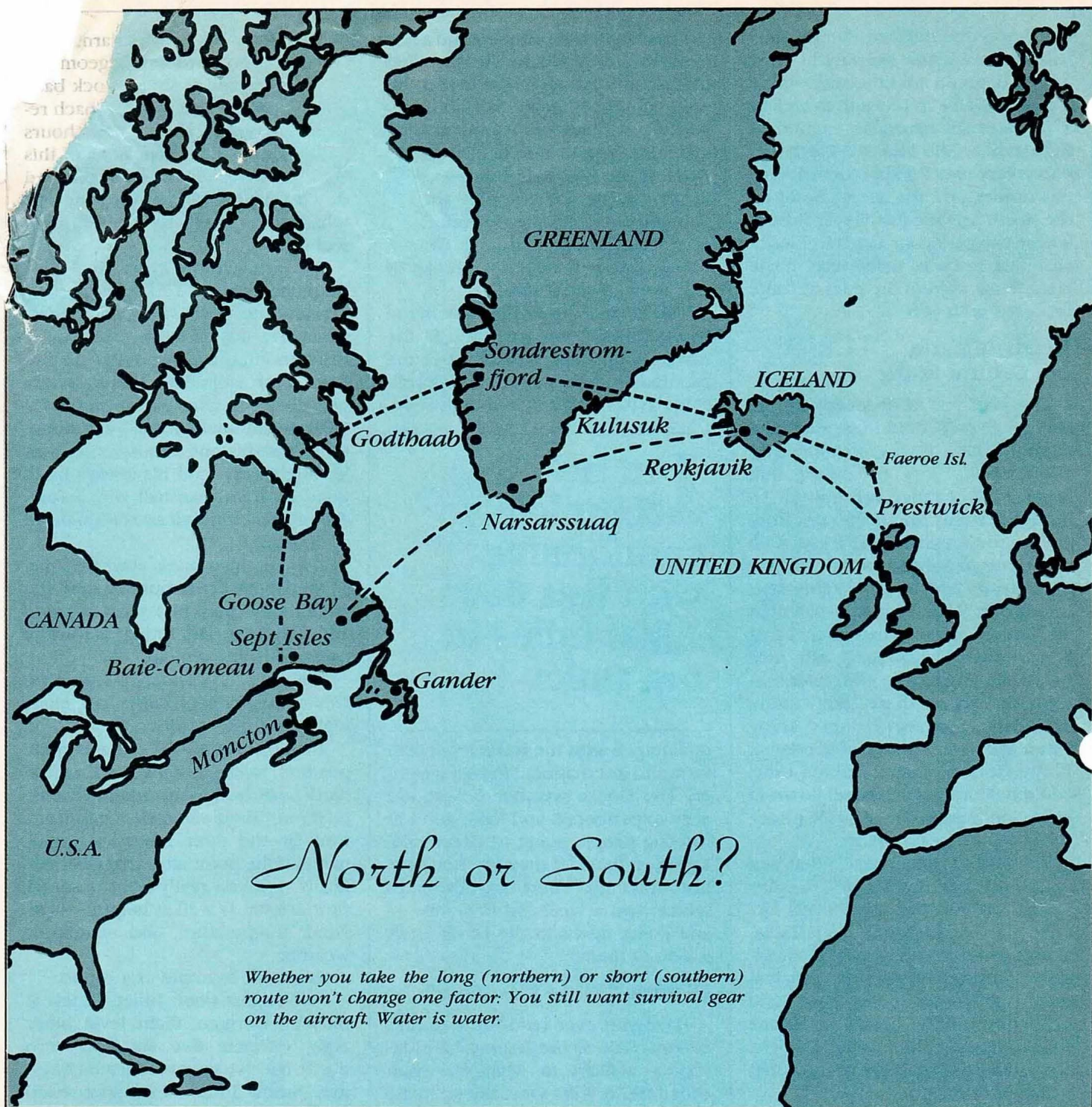
"November 6666 Juliet, Loach at thirteen thirteen, flight level niner zero, estimate five six four zero north, five five west at fourteen forty-five, Sierra India next. Spot wind three zero zero diagonal one five (meaning, 300 degrees *true* — don't forget variation — at 15 knots), temperature minus eight, tops of lower layer estimated six zero, higher layer estimated one two zero."

Keeping track of the weather doesn't merely help others while giving you something to do. It also keeps you up-to-date on the winds to give you something to dead-reckon with if your nav gear decides to quit.

### Weather or Not

The one factor that makes Narssarsuaq a bit critical is its susceptibility to fairly rapid, and some-





times unforecast weather changes. The field lies at the end of a fjord, some 50 nm in from the ocean, and it's not a straight shot — the fjord turns a corner a couple of miles from the field. This means that the weather observer at the field can see only a couple of miles, and his or her (at present, "her" being the able and charming Ms. Lone Kraft) only information about weather down the fjord comes from pilot reports and from the little villages — including Julianehaab — further to the west.

The thing to really watch out for is paradoxically the same southwest-

erly tailwind which would otherwise make the flight from Goose a pleasure. It can blow sea fog up the fjord to shut down Narssarssuaq, and the first warning Ms. Kraft may have is actually seeing the stuff coming around the corner. Therefore, take a few precautions: Request both Julianehaab and Narssarssuaq weather when you get your briefing. If Narssarssuaq looks OK but Julianehaab has fog and westerly (or southwesterly) winds, be extra cautious. There's an NDB/DME approach to Narssarssuaq — but the minimums are very high due to surrounding

cumulogranite. Thus the approach won't help you if it's foggy; only when there are higher layers.

The other smart thing to do, of course, is keep abreast of the weather enroute. If you're IFR above 6,000 feet, you'll have HF; Gander will be glad to get the Narssarssuaq weather for you — every hour if you want. You can also call Sondrestromfjord on HF. In fact, Narssarssuaq and Julianehaab also have HF, although contact with them is sometimes spotty. If you're cruising VFR at lower altitudes, or can't make HF contact, try relaying via airliners on 127.9.



They'll be working gander via a VHF relay at Prins Christian on the southern tip of Greenland. They'll also guard 121.5 out here, and it's not considered a breach of emergency procedures to call on that frequency, pick out the loudest or clearest answering flight, and ask them to change to a different frequency before relaying your message to them.

When you arrive over Simiutaq the fun really begins, especially if the weather is nice. With good skies, you'll be overwhelmed by the grandeur of the Greenland coast, particularly south of Simiutaq. In fact, if you have enough fuel (and you sure should, at this point), call Julianehaab radio on 121.3, give them your position, extend your flight plan, and run down the coast for a little sightseeing.

When you're done, or if you decide not to take the tour, depart the SI NDB on a heading of 089 degrees. If the weather is less than ideal — meaning, you can't see the tops of all the mountains — *don't* head direct for the Narssarssuaq NDB, because the direct line takes you close to some very rugged terrain. Instead, look east as you leave Simiutaq, and you'll see three fjords.

The one you want is the middle one. The right one dead-ends into a glacier, while the left stops at a hill (over which you can hop, in nice weather, to find Narssarssuaq on the other side). If you don't have a good 4,000 feet under the clouds, and this is your first trip, *don't mess around in the fjord*. Get some altitude and shoot the approach. This is definitely a "local knowledge" situation when the weather is marginal, and most of the folks with local knowledge are the Greenlandair helicopter pilots, who have the luxury of being able to stop and back up if they change their minds.

Your first confirmation that you're in the right fjord will be the little town of Narssaq, on your left at the base of the first real mountain as you enter the fjord proper, rather than just flying over the islands at its mouth. Shortly after passing Narssaq, you'll see an isolated, round-topped hill at the water's edge on the left side of the fjord (flying up-fjord).

Until a few years ago, the most famous confirming "landmark" came just after this hill: part of a sunken freighter sticking up above the water. Last time I came up the fjord, though,

I couldn't spot it, and the locals say it finally slid all the way down — probably with the help of the ice that sometimes chokes the fjord.

At its head, the fjord splits into a couple of forks; you want to keep to the left here. As you make the left turn to follow the fjord, get to 1,000 feet or so and slow down. While you can't see the airport yet, you're now on a wide left base for runway 26. In a couple of minutes you'll see it at your one to two o'clock. Call Narssarssuaq radio on 118.1 for landing clearance — and watch out for occasional tall icebergs on short final! The field recently added REIL flashers and the European PAPI visual approach aid, which works like VASI:

**It's not  
considered a  
breach of  
procedure to  
call on 121.5.**

When two lights of each four-light group are red, you're on the glide path. More red means you're low, more white means you're high. These goodies were put in to aid the weekly or biweekly (winter and summer, respectively) DC-8 that links this outpost directly with Copenhagen. You're not as far from civilization as you think, see?

### Greenland's "Banana Coast"

If you come in the summer, you'll find that Narssarssuaq is one of the few places in Greenland that lives up to the name — "green," that is. Actually, the name records one of the first documented real-estate scams in history. One Erik the Red got himself booted out of Iceland for rough behavior, sailed west, found Greenland, and coined the name to lure other Icelandic settlers to come join him. The ruins of his main colony are across the fjord from Narssarssuaq, and well worth a visit. It was from here that Erik's son, Leifur Ericsson (also known as Leif Ericson) sailed in his Viking ship to discover a warm, fertile land to the southwest which he called "Vinlan," (meaning "Wine-land"), because of the grapes he found there. Historians now agree he

found either Cape Cod or Long Island. And all of this some 500 years before Columbus set sail.

Historical digressions aside, Narssarssuaq is a great place in its own right, and one of my favorite North Atlantic stops. You'll be greeted and parked by Greenlandair personnel in a modern little terminal, with the Met Office and tower located upstairs. If downslope winds from the nearby icecap threaten, see if you can use the hangar just east of the terminal. It's usually used only to store ground equipment, and will cost you twenty or thirty bucks for a night. The North Atlantic ain't cheap!

If that sounds bad, consider fuel costs: around six dollars a gallon, pumped from 55-gallon drums. And again, you'll probably have to buy a whole drum, use it or not. But when I came through Narssarssuaq recently, the station manager told me that an expected influx of light aircraft — including the 70 in the International Air Rallye — just might result in a real live fuel truck at Narssarssuaq, with gas available by the liter. I hope they followed through.

Despite the fact that Narssarssuaq is very small (more of an airport station than a real town like Julianehaab), you have two choices for accommodations. During the summer, the SAS tourist hotel is open, and has a nice restaurant and bar. A recently completed new building there will include a cafeteria, shops, and — are you ready for this? — a disco! Yes, civilization (if I can call it that) is coming to the Arctic.

The other alternative, if you want to save some money (or if the Arctic hotel is booked) is the Transient Hostel. Architecturally it's similar — as are all the buildings here — but the rooms are a bit more basic and meals are set courses, rather than selected from a menu. Food is served in the canteen in one of the other buildings. The food is fine, though, and the prices overall are considerably less than at the Arctic. You tend to meet the less-moneyed, but often very interesting, class of traveller in the Hostel — and you can still pop over to the bar or disco if you feel like it.

I personally think that Greenland is a fascinating place, and my only regret is that I seldom have the



chance to spend more time there. If you have a day or so, you might want to stroll up the valley to the lake at the bottom of the glacier a few miles away. Fishing in lakes or the fjord can be excellent. One local store — labeled “BUTIK” — sells lures and such, as well as an amazing variety of other products. One thing they can sell you which you should have brought along is *bug repellent*. Everything you read about Arctic mosquitos is true. The only one at Narssarssuaq that didn't try to bite me was of the De Havilland variety, which was passing through on its way to the Air Force museum in Dayton, Ohio. (It later blew an engine on the way to Goose, and was stuck there for three months waiting for parts.)

By now, you're far enough north so that it will stay light almost all night, which is a pity. You'll have to be up either very late, or very early, to see the Northern Lights. In autumn and winter, I've seen them bright enough in Narssarssuaq to read by.

### On to Iceland

If you leave Narssarssuaq in good weather, just climb VFR toward the icecap. However, no matter how nice the day, fly at *least* as high as the MEA. It's impossible to judge height above the featureless white plain, and there have been instances of airplanes simply flying into the ground. In not-so-hot weather, you have to fly the standard departure to the west to get some altitude.

If ice is a problem you can go around the south end of Greenland, low over the water, by using the Pris Christian NDB. Don't go direct from SI to OZN, however — that takes you over (or into) the mountains. Instead, head out to sea for a good, safe, 10 or 15 minutes, then parallel the coastline to the southeast until the OZN beacon is well aft the left wingtip before turning northeast. Loran will be spotty over southern Greenland and the coastal waters due to the baseline extension of the secondary station at Angissoq, but should be good shortly after crossing the east coast — which is just about as rugged as the west one.

There's often a semipermanent front between Greenland and Iceland, but in the summer it seldom offers more than clouds and some rain. You may have to go pretty low

# Ocean Departures

**T**he western edge of the North Atlantic is Canadian airspace, and Transport Canada (their equivalent of the FAA) has certain requirements for aircraft departing eastern Canada for overwater flights. These are basically common sense rules designed to minimize the time and funds the Canadians might have to spend looking for you or fishing you out of the ocean.

One rule is that single-engine aircraft and “very light twins unable to maintain altitude on one engine” stop at Moncton, New Brunswick, during business hours to be inspected by Transport Canada. Note that the criterion for twins is whether they can maintain altitude on one engine; the reason for this is that most of what we would consider light or even medium twins, when fueled over gross for a direct Gander/Shannon hop, cannot. By the same token, most light twins fueled, even with modest supplemental tankage, for Goose Bay/Narsarssuaq probably can maintain altitude, and would be exempt.

Areas checked during the inspection, which is free of charge and takes around an hour, include the following:

**DOCUMENTATION:** Pilot Certificate, Instrument Rating (required!), Medical, Aircraft C of A and registration, Ferry Permit if required.

**NAVIGATION:** In addition to standard “Basic IFR” equipment, aircraft must have at least two independent long-range — i.e., over-the-horizon — navigation aids. This means either an ADF plus Loran C, permissible for the southern route (Goose Bay/Narsarssuaq) only, or two direction finders. They do not both have to be installed aircraft ADFs; a portable, or even hand-held, marine unit is acceptable for one of them. Other “high price spreads” like OMEGA or INS are also acceptable, of course, but somewhat unlikely on the sort of aircraft subject to inspection!

You'll also be asked to show that you have all the necessary maps,

charts, approach plates, etc.

**COMMUNICATIONS:** If you plan to operate IFR in the Gander Oceanic Control airspace, which means anything above 5,500 feet, you *must have HF*. However, Transport Canada is refreshingly unlike the FAA in that they take a pragmatic “if it does the job, we'll accept it” attitude (as with the marine direction finders mentioned above). Portable “ham rig” HFs of the type used by professional ferry pilots (see last issue) are acceptable as long as they have the necessary frequencies.

At present, Transport Canada will allow flights only from Frobisher, North West Territories, to Sondrestromfjord in Greenland without HF. Note, however, that this northern route requires two direction finders, since it's beyond Loran C coverage.

**SURVIVAL EQUIPMENT:** You're required to have a good survival kit, one in keeping with either U.S. or Canadian “remote area/cold weather” criteria. A firearm is optional (and not the best idea if you're going to Europe — they don't like them there). Ocean survival equipment, including dinghy, is essential, as is a survival suit or other suitable Arctic clothing.

Once inspected, you will be issued a piece of paper which will attest to the fact. Airport security people at outlying fields like Gander, Goose, St. Johns, and Frobisher will want to see this, and will not allow you to depart without it. If you're a professional ferry pilot, or plan to do this repeatedly, you only have to be inspected at Moncton twice; the second time you're inspected, you can request issuance of a waiver of future inspections.

The Moncton office of Transport Canada, by the way, puts out an excellent pamphlet about the whole process; you can request it by writing Air Regulation Branch, Transport Canada, Moncton International Airport, Moncton, New Brunswick. — *Peter Lert*