

Hi Ted,

Below please find a short write up based on my experience.

Thanks again for all the efforts in sharing and putting your website together, I consider it an absolute must read for anyone making this trip.

Best regards,

F. F.

Fly2ak notes

- I took a slightly modified route based on the [Spokane route](#) continuing north via the [Trench](#) by flying across the border from a non-controlled airport in Washington state direct to Penticton Canada. Customs process is very straight forward, for exiting the USA simply fill in eApis details on their website (self guiding) and to enter Canada by calling the Canadian customs officials prior departure. Call again Canadian customs agents immediately after arrival in one of their entry approved airfields ([link to approved landing ports](#)) and directions for inspections will be passed on at this time. See Custom's tips at ([link](#))
- Filing a flight plan for the intended route is simple and encouraged, call Canadian Flight Services at 1 (866) 541-4101 for all your weather briefings and filing needs. Flight plan becomes active at the time of your choosing and is closed with your phone call at the same 1 866 number after arrival. Give yourself some extra time for distractions, taxi in / out / winds etc
- If you are operating without a transponder file well ahead of time with USA FSS and obtain a dispensation for your intended routing. Fly accordingly to avoid class B and any other restricted airspace.
- Radio failure tips: If your radio fails or is not working as it should at any point while enroute, use your hand held and/or cell phone. I was surprised to find excellent coverage and service available throughout much of the [Spokane route](#). Call the FSS number to coordinate departures and arrival procedures with the FSS and towers at

airports of intended use, and once in the ground, you may depart again with an inoperative radio by filing a flight plan with the relevant notes and abiding by the procedures found in the Canadian Flight Supplement under NOROD. Canadian ATC and FSS was very accommodating and their procedures straightforward allowing a continued flight through their airspace home bound with a less than cooperative radio.

- Read up NOTAMS and call the airports prior to arrival, ideally the day prior your estimated arrival to confirm availability of fuel and operating hours. A multitude of factors may affect services available. I found carrying an extra fuel bladder or two solved a potential issue when fuel was unavailable, key here is to be proactive in the manner described above. Canadians are a fantastic bunch to with.
- Off airport ops: plenty of strips usable for self catering refueling, pit stops, sight seeing etc, keep that flight plan in mind!
- Weather is the main threat along the route, forest fires closed down the Alaska Highway making the Trench or Coastal the only options. Patience..... and then some! Weather will have you exploring towns, reflecting on life and making friends in places you were not planning to do any of the former mentioned, embrace the experience!
- Use the FAA weather cam website for assessment on routes, I found this plus the suggestions of our friends in the FSS based on big picture weather maps invaluable to make decisions. <https://weathercams.faa.gov/>