



# CIRRUS PILOT

The Official Magazine of the Cirrus Owners & Pilots Association



**INSIDE:**

Regional Events Growing  
Engine Monitoring  
Review of Cirrus Accidents





## CIRRUS PILOT

is the official member publication of the



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NTRM base to final in formation flight to OSH.

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# Our World Mission Part 2

by AMIR and TAMRA HYSTER

*Editor's Note: The following is Part 2 of Amir and Tamra Hyster's journey as they travel the world on their way back home to Australia after purchasing their third Cirrus in the U.S. In Part 1, they had flown their new-to-them SR22 through Alaska and had spent some time in Seattle, Washington.*

## 25 July, 2014 – Seattle, Wash. to Echo Valley Ranch, Canada

We departed Seattle and headed to our first stop in Canada – Abbotsford, British Columbia (BC) to clear immigration and customs. We arrived at the FBO and were greeted by three Canadian Customs officers who were very friendly and chatted with us about the aircraft and our adventures so far; they were our first experience crossing country borders.

Our next stop was to the private airstrip of Echo Valley Ranch, BC. The ranch is owned by Norm and Nan, who we met on the Fly Africa Safari (highlighted in a previous issue of *Cirrus Pilot*). We were having a reunion with some of the other couples from that trip and even though it had only been a few months since we all saw each other, we couldn't wait to chat again about our love of Africa and our flying adventures there. Chuck and Sandy drove from Seattle and Jim and Juranya flew their Beechcraft from Ottawa.

mountain peaks with glaciers flowing into aqua blue lakes. Once clear of the awesome mountains, the land dropped to flat green farmlands – a much friendlier space to fly over.

We arrived at La Ronge and were treated like royalty by the FBO. We took the courtesy car and enjoyed a quick lunch in town and returned to find that the Canadian Prime Minister's airplane was on the tarmac. That made two airports that we have flown into where the head of the government was in attendance. We felt like we were ticking off the big five again, just like in Africa! We proceeded to our destination, two three-hour legs, weaving through CBs and veering off and back on course to avoid a line of clouds. By the time we were one hour out of Churchill, we were in haze and full IMC. We called the hotel from the satellite phone when we were 30 minutes out and asked them to pick us up from the airport. We landed as the sun was coming down, and as we opened the doors, giant mosquitoes swarmed around us. We were warned and ready, as we completed the fastest tie-down the aircraft had ever had!

## 31 July, 2014 – Churchill to Frobisher Bay, Iqaluit Canada

Although the temptation to stay at the fine establishment of Tundra Inn for a day or two to see Beluga Whales or trying our luck at seeing a Polar Bear was very tempting, after checking the weather we decided that we needed to ride the high-pressure system while we could. We arrived at the airport to find that the avgas we were promised had not been available for the last three years. This was despite the fact that two days earlier they assured us it was "no problem, we have avgas." With three hours of fuel on board, the next stop was an hour-and-a-half, so with the good weather conditions and relatively no wind, we were fine to fly on.

We took off and headed along the coast of the great Hudson Bay at 3,000 feet, waiting for clearance in the controlled airspace en route to Rankin Inlet. We viewed the Beluga Whales in large groups in the bay; they come there every year to give birth.

Thirty minutes out from Rankin, we called to ask if they had a pump to retrieve the avgas from the barrels we were going to purchase. The person who answered the phone didn't understand what we are talking about. We knew the fuel there would cost \$750 CAD a barrel, and for that price they only forklift the drums to the aircraft. Then we heard a Cessna 206 going in and we knew they would be using avgas, so we relayed a message through ATC to ask them if they have a pump that we could borrow, the answer was "yes"!

When we landed, the 206 pilot was there with his pump; he told us that he was the only guy who flew in and out of that airport who uses avgas. We couldn't believe our



*Flying to Churchill, the GPS showed a curved line to the destination, as the flight path was on the Arctic Circle and signified the curvature of the earth.*

## 30 July, 2014 – Echo Valley Ranch to Churchill, Manitoba Canada

Our path took us over the Rockies, stopping for fuel at La Ronge. Our GPS showed a curved line to our destination as the flight path was on the Arctic Circle. Flying with the curvature of the earth reduced our flight miles quite significantly. The weather was clear and the Rockies put on a great show for us at 15,000 feet – severely jagged



Refueling at Frobisher Bay where the cost of avgas for barrel was significantly lower than what had been paid earlier.

luck at catching him. We went to the crew flight office to get the latest weather and met some airline pilots. They were very experienced in flying this area and discussed the path we were taking, gave us tips on what to expect and where to go in the towns.

We continued on our next leg, expecting an estimated three hours, however we encountered a 25- to 30-knot headwind, and Amir was not happy! He couldn't believe that every time we flew east we encountered a headwind, which lengthened our flight time by an hour.

Every now and then we caught a glimpse of land, which was surprisingly similar to the top of Australia near Broome. The ground was mostly masses of islands of rock. At one point, we encountered icy waterways and heavy fog as it was -8° C at 15,000 feet – not cold for this part of the world, after all it was summertime. Upon landing at Iqaluit, Frobisher Bay, we headed to the FBO to pump from another drum of avgas at \$25 Canadian a gallon!

## 2 August, 2014 – Iqaluit, Canada to Kulusuk, Greenland

After spending one day in Iqaluit where we explored the town, went to a park that had a nice show of Arctic flowers, watched locals fishing for Arctic Char and got sick on Shawarma, we woke bright and early to head to Greenland.

The path we were flying was Iqaluit to Cape Dyer, which would be our last land point until our fuel stop at Sondrestrom Kangerlussuaq, Greenland, then over the ice cap of Greenland to Kulusuk.

We chose the path that our friend Chuck had advised, as he had flown in his Cessna back in the 1970s. It seemed so long ago, however so far all had gone exactly as he briefed. The route took us over water for the least amount of time – crucial for a single engine aircraft without extra fuel tanks. The waters were icy cold and we wore our red survival suits. These suits are very thick, fully enclosed (except for the face) wetsuits that allow you

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Amir and Tamra donning their red survival suits for the flight across the icy waters to Greenland.

useful conscience for only four minutes, just enough time to get into a life raft, which we also had on board.

When we selected the life raft, my trusty pilot in his usual quest for luxury, made sure it was well equipped; for instance, he insisted on a double floor for insulation against the cold water, a water making device, a roof that has three supports for more headroom and ... salt and pepper shakers. Why? Because he likes to eat his passenger with a little salt and pepper; I now realized why I was onboard! All joking aside, the basics were the difference between survival or not. We were also equipped with satellite phone in the Garmin Perspective and a hand-held satellite phone, walkie-talkie, two EPIRBs (Emergency Position Indicating Radio Beacon), a flare gun, life vests, whistle and a light for attracting sharks or the Coast Guard whichever gets to us first.

Our movement in the plane was very restricted as we were wearing the heavy suits up to our waists and carrying the other items. The life vests and life boat were on the back seat within easy reach. It was presumed at 13,000 feet, that if there was a need, we would have at least 11 minutes of gliding before opening the parachute and ditching in the water. Hopefully that would be enough time to pull on the suits completely and put the life vests on. I didn't sleep so well the night before, however Amir told me he slept very well, so in this I was comforted.

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An hour into the flight, we were still over land and the landscape started to change to grey rock layers with patches of ice. Some valleys were covered in a heavy fog; when it occasionally broke we could see the beautiful blue water weaving its path to the Arctic Ocean.

At Cape Dyer, we could see the edge of North America. Once over the water, we experienced cloud cover, so the mental effect of flying over water was minimal. Over 150 km away, we could see the land formation of Greenland on the horizon, which was an incredible viewing distance.

Sondrestrom is a strange airport as it sits inside an 80 km Fjord – a valley of rock with Caribbean blue glacial water flowing alongside it. The length of the strip is three km and we landed with plenty to spare. Before long, we were back on our way and the ground/ice was level with patches of blue water, which seemed very strange to us – seeing what looks like rivers flowing into the water holes on the now pristine white ice. We were flying at FL130 again and monitoring the engine, as it seemed the oil temp was increasing. We reduced



*A beautiful view of what Kulusuk, Greenland looks like during their summer season.*

the power to be cautious, but needed to get to Kulusuk before they closed the airport at 19:00 UTC. We called on the satellite phone and advised we were on our way and would be about five minutes later than closing time, and asked ATC to wait for us; we received a very reluctant yes.

Greenland looks like a flat ice cap, although we could see from the TAWS that the ground under the ice was

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One of the huge icebergs in the bay at Kulusuk.

mountainous with some peaks that were very high – LSA 13,000 feet and most places over 9,000 feet of ice; that is over two miles of compacted ice! This was hard to conceive. We saw in the distance something sticking out of the ice that looked like it had a dome on top; it was a radar detection station, built by the United States during the Cold War.

Our oil temp had stabilized and we hoped Kulusuk would allow us to land, as we were past closing time. We flew in over the most picturesque bays of glaciers and icebergs all around us. Kulusuk had a good gravel strip and we



An exploding geyser in Iceland.

landed at 19:07 UTC. The controller advised us that we would be charged \$990 for the seven minutes over, but as usual Amir had a little chat with him about courtesy and the ATC/Airport Manager waived the fee. We later learned that the late landing fee was a regular way for the airport operators to make money; we were the only plane that landed in Kulusuk that day. We were the only guests in the only hotel-style accommodations in the town of 150

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people. They told us there were 50 guests the night before and it was the first night there had been no guests for two months; we probably ruined the staff party! We went for a walk and discovered a beautiful place with huge icebergs in the bay and a carpet of Alpine/Arctic plants in full bloom; it was very pretty.

### 3 August, 2014 – Kulusuk, Greenland to Reykjavik, Iceland

We departed over a most spectacular bay of icebergs and climbed to 17,000 feet, straight over the icy ocean, still wearing our survival suits. The weather forecast was okay, with cloud layers up to 18,000 feet. We asked other aircraft at their point in our path about the weather and they were flying at FL190 with clouds below; that was good news.

Within an hour, we saw a mucky cloud in front of us and requested to divert 10 nm left of track to a clearer view in the distance. It was approved and the flying was still smooth, although there were clouds above us and broken below us. We were well left of track and couldn't clear the soup, so we were approved for pilot discretion with a block altitude to 9,000 feet, if required. We veered back on track and were sandwiched between two layers of clouds at -19° C. FIKI was working, although it was too cold for ice to form. It was very pleasant as we descended gradually and the cloud layer became thicker. By FL150, we lost all visual and were in full IMC, but it was still very pleasant. We descended to Reykjavik with a 34-knot headwind and broke through at 5,500 feet to see the land of Iceland, cleared to localizer approach RWY 13.

We spent two lovely days in Iceland seeing the many geysers and the Blue Lagoon, created from the power plant that is run solely by geothermal power – the source of all of Iceland's power. Water was coming from the ground at 170 psi and a temperature of 240° C; the runoff from the plant was a popular place for bathing in the mineral- and sulphur-rich waters. We were going to spend another day, but when Amir looked at the weather,

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he made the call to fly, as it was clear conditions all the way to Scotland. ⊕

Editor's Note: *This article is a collaborative effort – Amir pilots, negotiates, navigates and edits (in other words, according to Tamra, he does all the hard work) and Tamra writes and photographs. A great team.*

*Watch for more of Amir and Tamra's world mission adventures in future issues of Cirrus Pilot.*

*Amir and Tamra Hyster are semi-retired "SKlers" (Spending the Kids Inheritance) who live in Sydney, Australia; they have three grown children. Amir has a PPL with IFR ratings on single engine; he learned to fly 13 years ago with his daughter, Jessica, which started as a hobby and grew into a passion. He currently owns and flies an SR22T and has a position for the Cirrus Jet. The Hysters have flown around Australia several times, and in Europe, the Caribbean and United States.*