

## Thanks Phil and IFFR

In 2000, after eleven years of flying a slow Cherokee Six with three kids in the back, I decided it was time to change the load carrier for something a little faster. I found a Beech 33 Bonanza in Oklahoma and IFFR member Mike Pinson checked it out, flew it to Killeen, Texas and had new avionics installed.

We met at Dallas Fort Worth just after midnight on a Sunday morning in March 2001 and with him alongside I got to fly N42FW. Jet-lagged, a complex aircraft, a night flight and two strange airfields in a new country. Fort Worth has more taxiway length than all the streets in the square mile of the City of London and it certainly felt like it trying to get to the right runway at that time in the morning.

In early April Phil Yoder, who had flown his 310 around Europe in 1998 for the Glasgow Convention and had done the Atlantic Crossing course, offered to fly it across to Scotland. We flew via Frobisher Bay and even in April the temperature of -27C felt so cold that I resolved never to go there again.

By April 2005 Bonanza 42FW had exceeded TBO and needed a new engine. Phil very kindly offered the use of his hangar in Columbus and introduced me to his engineer. But we were in Spain and the hangar was in Columbus, Ohio ! IFFR member Simon Barlow flew with me to Columbus via Reykjavik, Kulusuk, Goose Bay and Bangor. Four weeks later 42FW emerged from Phil's hangar with a new engine plus extras like a three-bladed prop, digital engine gauges, stormscope, mode S transponder and tip tanks! Every time I phoned home to tell Raye that something extra was required she would ask "Do you want sympathy?" and my answer would be "Nope, just more money."

Unfortunately N42FW was written off in Kenya in August 2006 after five weeks of a wonderful trip to Cape Town. We had covered 10,015 nautical miles over 17 countries had only 4,347 to go when we picked up adulterated fuel in Eldoret, Kenya. When I returned to the U.K. Simon Barlow came with me to try the Cirrus SR22 to see how it flew. I was offered a 2003 Cirrus for the same cost as a 1985 Bonanza.....still no contest. It just did not feel right.



N42FW over Cape Town

Peter Moore, Sam Bishop, Brian Andersen, Steve Lutz and other IFFR members went to either look at or enquired about various Bonanzas for me. I am grateful to them all for their help. We finally decided on N722P-- a 1985 Bonanza A36 in Paducah, Kentucky. Phil, being nearest and having owned a Bonanza, offered to go and test-fly it. It was left with the dealer for an avionics upgrade and Phil collected it and put it in Steve Lutz's hangar till he had the time between his Gulfstream trips to ferry it to Scotland. It was a cold evening in February when I saw 722P for the first time and dark when I got to fly.....just like it had been with 42FW. We just had time to get the Tanis heater fixed, refuel and load the aircraft that night ready for an early departure.

So much for the resolution about not going back to Frobisher Bay (Iqualuit). There was no fuel at Goose Bay so Iqualuit, much further north, was the only option. It had been very cold at the beginning of April the first trip and now we were going there in February!

It was to be the longest day's flight. Columbus—North Bay—Le Grande Riviere—Iqualuit. Just short of twelve hours flying with a forecast of **“minus 27degrees Centigrade, winds 27 gusting 36 and visibility of one mile in blowing snow.”** Visibility was better than forecast but everything else was accurate. We took on one of the last drums of fuel, then had problems starting the cold engine. Finally we got the news that the heated hangar was now not available ! We would save Canadian \$700 on hangarage but could be stuck there till the hangar became free in order to warm the aircraft.



Not as comfortable as a Gulfstream



A thousand miles of Canada

Thankfully Phil had had the Tanis heater repaired and with difficulty in high winds we managed to get the aircraft cover on. I took my mittens off to do up the straps and my fingers stopped moving after a couple of minutes. It was not till an hour later in the hotel that my feet stopped aching as circulation returned. I guess that with wind chill it would have been the equivalent of minus 60 degrees centigrade outside. Phil said that he had never been so cold in all his life !

A very early start next morning as we would move through three time zones that day between Iqualuit, Sondestrom and Reykjavik so it would be another very late arrival. Engineers were still working on a King Air and thought we should be able to get the Bonanza into the hangar by late afternoon and leave the following morning. Without much hope of a successful start we took the covers off, Phil turned the key to our surprise she started immediately! Thank you Tanis. He kept the engine running while I tried to get messages through to Greenland Customs and waited for the brittle cover to thaw enough to fold. Only now did we discover that an earlier smell had been the electric Turn and Bank indicator burning out.



Clearing Customs at North Bay



A GV - Phils normal transport

A quick fifty minute fuel stop in Sondestrom with a US \$1100 invoice and we were glad to get into Reykjavik just behind a SR22 which had been stuck in Goose Bay for three weeks till the weather improved. The owner and ferry pilot had taken six commercial flights to get back to Germany and return to collect the aircraft. Another Bonanza and a Cessna 172 appeared to have been abandoned in Iqualuit according to the handling agent.

The next three legs to Stavanger (Norway), Aarhus (Denmark) and Edinburgh (Scotland) were pretty uneventful. We were fortunate with the weather and apart from a little icing over Denmark where we had to descend Phil made the trip look relatively easy.

A friend of Charles Strasser was ferrying a Seneca the same week and the following is from his report.....

*We were not successful buying blankets and we were very cold at minus 27 degrees outside and minus 17 degrees in the cockpit with heater and de-icing boots not working. We picked up airframe icing while we were still 2.5 hours away from Iceland- we descended from 13000ft to 1500ft before we got below freezing and the ice started to melt away.*

*At 1500ft over the north Atlantic at night and in turbulence it was not nice and not something I wish to repeat, then we lost the airspeed indicator and the altimeter due to static source failure and the alternate static source made no difference.*

And IFR members still offer to ferry aircraft for friends! Thanks Phil.