

- This trip boils down to threat and error management. The three big issues are weather, fuel, and mechanical problems. Pilots get into trouble over remote areas when they don't think through the threats and have pre-planned outs. (David)
- The key to low-altitude flight is visibility. I'll fly low all day long as long as the visibility is good. (David)
- To me, the biggest risk here is mountain weather. And today's clear weather over this coastline is a rare event—and the flight is worth the risk for the experience. (Dave)
- Bring a fuel bladder to carry extra fuel, a satellite phone, passport, InReach or other GPS locator, and camping gear. Also, bring spare spark plugs and tubes for your tires. (David and Dave)
- The coast is a once in a lifetime option—but not in a 172 with zero landing options, one engine, and barely enough range. (Paul)
- I agree this is a once in a lifetime trip, only with a stop for more fuel. (Catherine)
- The key to a long trip is flexibility. Don't box yourself into only one route. (John)
- Nav Canada has weather cameras that track the weather along your trip. (Catherine)

*"I did Bellingham to Ketchikan this summer in a single-engine airplane. We flew the inner passage; we flew the outer coast. It was totally spectacular. It can be done in a safe and sane way. I would encourage people to take a hard look at it." —Dave*

- Fatigue is another factor. Flying for 8 to 11 hours in a day, or even 2, is a lot for many pilots. (John)
- Getting fuel flown into an airport that didn't have it would cost huge money. (David)
- There is going to also be high swell on the western coastline due to the wind. If you go down, you will not survive. (David)
- For sites like Windy.com, more data is better. Up North, there are fewer datapoints inland to correct the model and many micro climates. Use caution. (JP and David)
- More speed makes a big difference. You can reach more places. Wind is less of a factor. You have more altitude options with more power. More range is obviously a help too. (Catherine and David)
- You have to be careful about task completion bias when you're flying in this country. You're not going to Juneau, you're going to the next airport. (David)

**EXPERT CHOICES**

- 1 Dave
- 2\* Catherine
- 5 David, Paul, JP
- 5\* John

<p><b>1</b></p> <p>7:46 flight time* *includes winds 738 NM</p> <p><b>The Coast Nonstop:</b> Ketchikan, AK (PAKT) via coastline. Refuel. Continue to Juneau (PAJN)</p>	<p><b>2</b></p> <p>8:01 flight time* *includes winds 768 NM</p> <p><b>The Coast One Stop:</b> Abbotsford, BC (CYXX) CA Customs, Port Hardy, BC (CYZT) refuel, Ketchikan (PAKT) U.S. Customs. Refuel. Continue to Juneau (PAJN).</p>	<p><b>3</b></p> <p>11:20 flight time* *includes winds 1180 NM</p> <p><b>The Cassiar Highway:</b> Abbotsford, BC (CYXX) CA Customs, Prince George, BC (CYXS). Refuel. Cassiar Highway to Watson Lake, YK (CYQH) Refuel. Continue to Juneau (PAJN)</p>	<p><b>4</b></p> <p>10:08 flight time* *includes winds 1067 NM</p> <p><b>The Trench:</b> Abbotsford, BC (CYXX) CA Customs. Mackenzie (CYZY). Refuel. Trench to Watson Lake, YK (CYQH). Refuel. Continue to Juneau (PAJN).</p>	<p><b>5</b></p> <p>11:07 flight time* *includes winds 1187 NM</p> <p><b>The ALCAN Highway:</b> Abbotsford, BC (CYXX) CA Customs. Fraser Valley to Prince George, BC (CYXS). Refuel. ALCAN to Fort Nelson, BC (CYFE). Refuel. Watson Lake, YK (CYQH). Refuel. Continue to Juneau (PAJN).</p>
--	---	--	--	---

\* Choice with a caveat