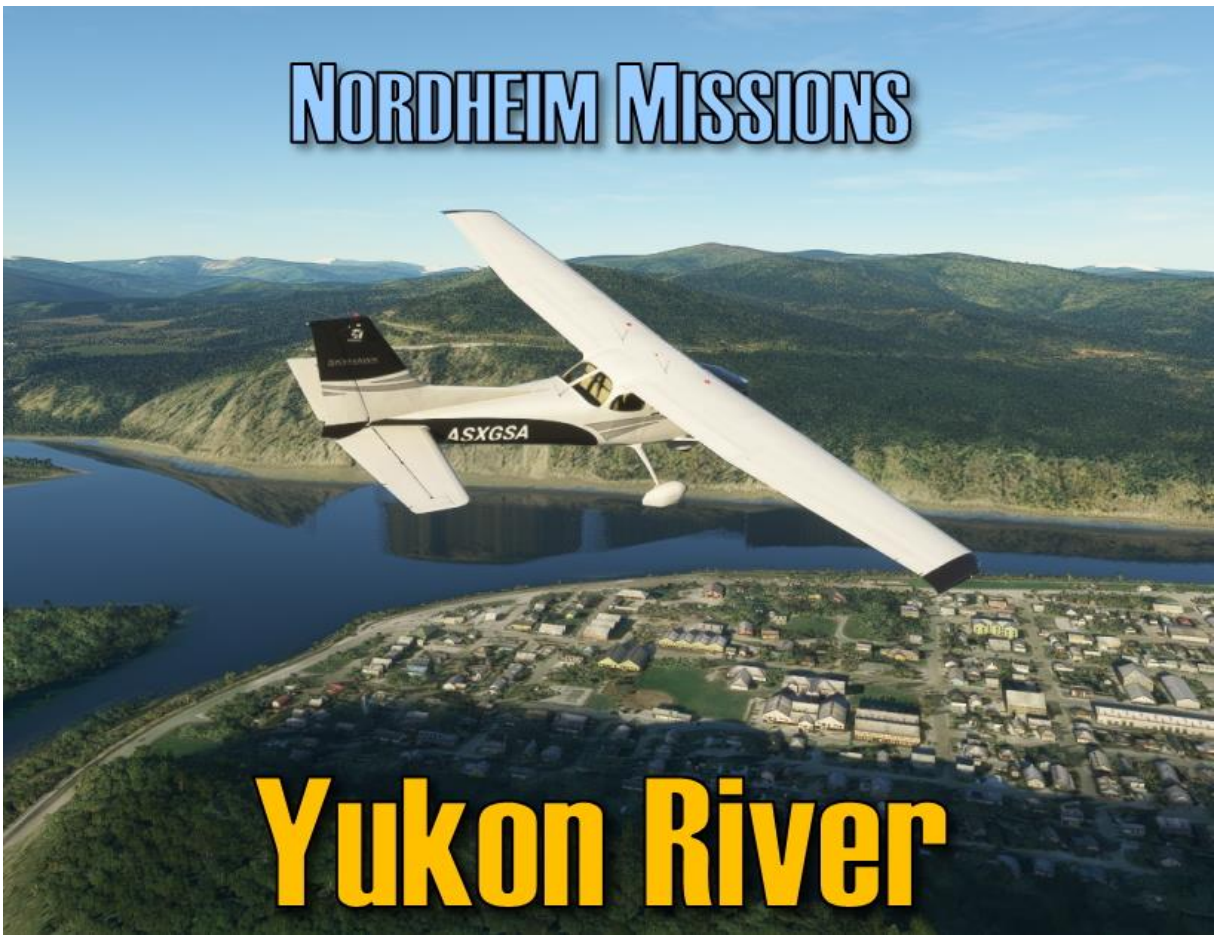

Yukon River

The Yukon River rises in the Canadian province of British Columbia and then flows through the territory named after it, Yukon, before flowing into the Bering Sea in the U.S. state of Alaska. Because of its size and importance, the river was most often referred to as the "Big River" or "Big Wide River" by most indigenous peoples living in its river system.

You will fly downriver in a Cessna 172, following the stampede of 1897, when the Klondike Gold Rush lured as many as 100,000 prospectors to Dawson City. To reach the gold fields, most prospectors took the route via the ports of Dyea and Skagway in southeast Alaska. Here, the "Klondikers" could follow either the Chilkoot or White Pass routes to the Yukon River and then sail down to the Klondike.

You start in Cargross, a stopover for gold prospectors. The White Pass Railway was completed here in 1900, connecting Skagway with Whitehorse, and was discontinued in 1982.

No. of Legs:	20
Total distance:	1377 nm

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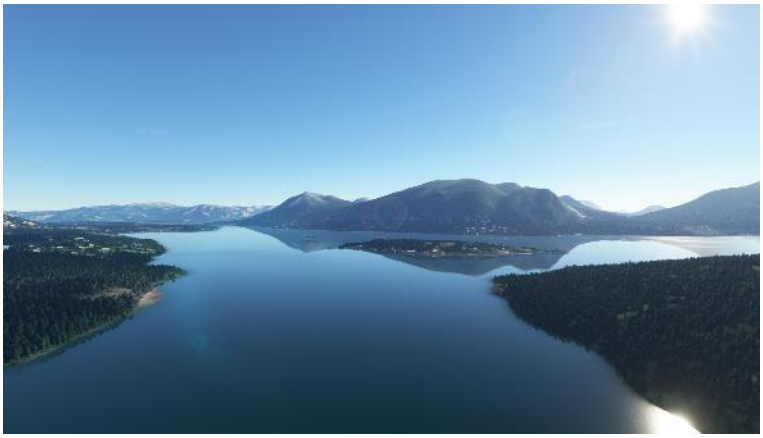
LEGS

LEG 1: CFA4 - CYXY

Departure: Carcross (CFA4)
Destination: Whitehorse Intl (CYXY)
Distance: 57,5 nm

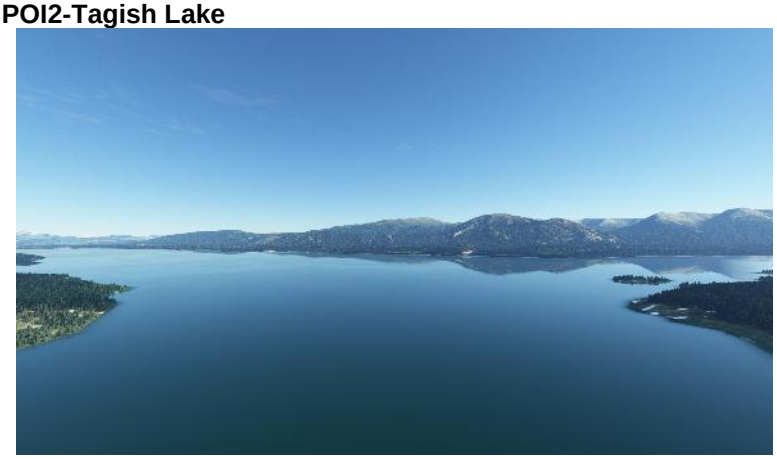
POI1-Bove Island



Distance:	5,8 nm
Dist. from Dept.:	5,8 nm
Dist. to Dest.:	51,7 nm
True Course:	118°
Magnetic Course:	99°

Take off on runway 24 in the direction of Bennett Lake and turn into the left-hand traffic pattern. Fly over the connection between Bennett Lake and Nares Lake and follow it to a larger island when the lake extends to the left and right.

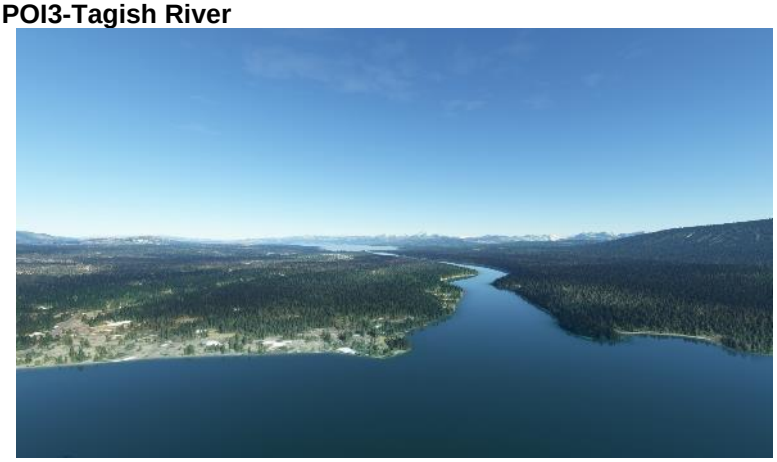
POI2-Tagish Lake



Distance:	6,5 nm
Dist. from Dept.:	12,3 nm
Dist. to Dest.:	45,2 nm
True Course:	68°
Magnetic Course:	49°

Follow the northeastern arm until the lake again stretches into two valleys. You have then reached Tagish Lake.

POI3-Tagish River



Distance:	8,9 nm
Dist. from Dept.:	21,2 nm
Dist. to Dest.:	36,3 nm
True Course:	11°
Magnetic Course:	352°

Turn north and follow the lake. Tagish Lake is drained by the Tagish River, a short river just under 7km long that is considered the headwaters of the Yukon.

POI4-Marsh Lake

Distance:	13,8 nm
Dist. from Dept.:	35,0 nm
Dist. to Dest.:	22,5 nm
True Course:	340°
Magnetic Course:	321°

The Tagish River flows into March Lake, which you follow north to the island of the same name.

POI5-Miles Canyon

Distance:	19,2 nm
Dist. from Dept.:	54,2 nm
Dist. to Dest.:	3,3 nm
True Course:	294°
Magnetic Course:	275°

Fly between the western shore and Marsh Lake Island to the outflow of March Lake. From here on the river is called the Yukon River. Follow the river further to the northwest.

Before you head towards Whitehorse you will reach Miles Canyon. The river has eaten through the rocks here and left a beautiful canyon. The rapids and Miles Canyon were a great challenge for the gold prospectors on their way to the Klondike. It was also the end of the line for paddle wheel steamers traveling upriver. The Miles Canyon Basalts are the reason for the founding of the village of Closeleigh and later the city of Whitehorse.

CYXY-Whitehorse Intl

Distance:	3,3 nm
Dist. from Dept.:	57,5 nm
Dist. to Dest.:	0,0 nm
True Course:	338°
Magnetic Course:	319°
Elevation:	2284 feet
Fuel:	yes

You are already in direct runway alignment for a landing on the 32L/32R. Between the airport and the river is the SS Klondike National Historic Side with the SS Klondike II. She is a replica of the SS Klondike, which ran aground in 1936. The company salvaged the ship's boiler, engines and many fittings and built the Klondike II the following year. Maybe you will do a circuit and land on the 14L/14R? Then you can have a close look at the famous sternwheeler.

Whitehorse is the capital of Yukon and the largest city in northern Canada.

Whitehorse Intl (CYXY)

Elevation: 2.284 ft

Magnetic declination: 19° East

Tower: 118,300 MHz

ATIS: 125,250 MHz

Fuel: yes

Runway 02, 20

Size: 2.188 x 82 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

Runway 32R, 14L

Size: 5.315 x 94 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

Runway 32L, 14R

Size: 9.587 x 146 ft

Surface: Bituminous

Pattern Altitude: 1.000 ft

ILS RW32L (IXY), GS , DME

Frequency: 109,50 MHz

Localizer Heading: 320°M

Glideslope Pitch: 3,0°

The Yukon River is dammed behind Miles Canyon in Schwatka Lake. As the comparison with historical photos shows, the water level in the canyon has risen by about six meters as a result.

The dam of this lake is located south of downtown Whitehorse, the capital of the Yukon Territory. The foam-capped rapids, reminiscent of wild white horses, also sank into the lake's floodwaters, giving the city its name.

LEG 2: CYXY - CEX4

Departure: Whitehorse Intl (CYXY)

Destination: Carmacks (CEX4)

Distance: 116,2 nm

POI6-Takhini River

Distance:	8,6 nm
Dist. from Dept.:	8,6 nm
Dist. to Dest.:	107,6 nm
True Course:	337°
Magnetic Course:	318°

If you haven't seen the SS Klondike II yet, now would be a good time. You will find it east of the airport.

Then turn north. You will fly past the Cousins runway to the mouth of the Takhini River.

It is a popular destination for kayakers and canoeists. In winter, the river freezes over and is used for the Yukon Quest sled dog race.

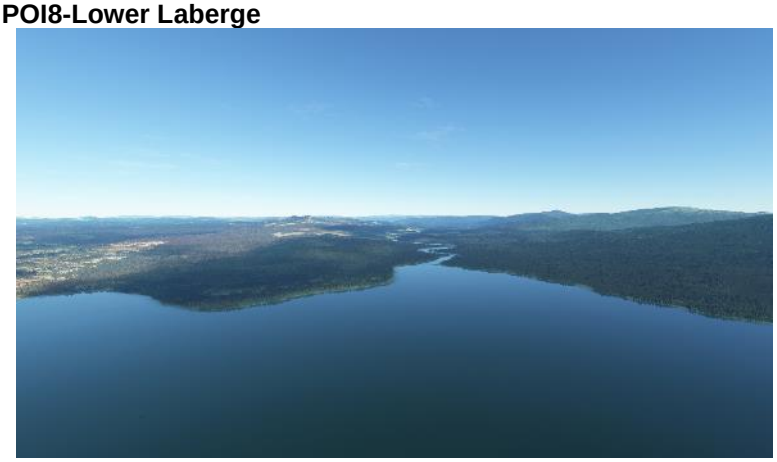
The following 740 river kilometers, between Whitehorse and Dawson, are today mainly of tourist importance. Canoeists cover the scenic stretch in about 14 to 16 days, taking advantage of the current, which can reach speeds of up to ten kilometers per hour.

POI7-Lake Laberge

Distance:	7,8 nm
Dist. from Dept.:	16,4 nm
Dist. to Dest.:	99,8 nm
True Course:	22°
Magnetic Course:	3°

Continue following the Yukon to Lake Laberge, a widening of the Yukon River. It is fifty kilometers long and between two and five kilometers wide and is called Tàa'an Män in the local Indian language. Its waters are always very cold, and the weather is often rough and suddenly changeable.

POI8-Lower Laberge



Distance:	25,9 nm
Dist. from Dept.:	42,3 nm
Dist. to Dest.:	73,9 nm
True Course:	350°
Magnetic Course:	331°

Fly over the lake to its end. You will pass Richthofen Island and at the northern end you will see the outlet at Lower Laberge.

In spring 2009, researchers found the A. J. Goddard, a gold rush ship that sank in 1901. Three crew members died in the accident. Underwater archaeologists are examining the ship. The Yukon government has designated the shipwreck a historic site. A phonograph with three records was discovered, giving insight into songs being listened to during the Gold Rush.

In 1942, construction began on the Alaska Highway, which was considered important for the Pacific War. The Army practiced at two locations in the Yukon, Watson Lake and Lake Laberge.

Countless shells and bombs still lie at the bottom of the lakes today. On Lake Laberge, the Deep Creek region was the hardest hit. The same applies to Richtofen Island, the south end of which had been subject to heavy shelling.

In the late 19th and early 20th centuries, steamers transporting goods on Laberge Lake after winter and at the beginning of the shipping season considered the lake problematic because it was one of the last passages where the ice thawed.

In part, the ice was thawed by releasing a surge of water from the upstream check dam below Marsh Lake to suddenly lift the lake's water below the ice and break the ice as the surface rose.

However, large amounts of spent crankcase oil were also spread on the ice of the lake to melt it by the warming effect of the sun.

A species of burbot exists in the lake that is disdained by most Canadian anglers, but not by the Scandinavians and the Indians. Especially their liver is considered a delicacy, despite elevated concentrations of poison.

POI9-Thirty Mile River

Distance:	14,9 nm
Dist. from Dept.:	57,2 nm
Dist. to Dest.:	59,0 nm
True Course:	41°
Magnetic Course:	22°

The subsequent section to the mouth of the Teslin River is known as the Thirty Mile River. It is designated as a natural monument.

During the Klondike Gold Rush of 1896–99, the Teslin River became a popular route to the Klondike gold fields with the stampeders who had crossed the Coast Mountains by routes such as the Chilkoot Trail or the White Pass trail.

POI10-SS Klondike I

Distance:	5,9 nm
Dist. from Dept.:	63,1 nm
Dist. to Dest.:	53,0 nm
True Course:	8°
Magnetic Course:	349°

When you see a few larger lakes to the east, the Yukon makes a sharp turn to the west shortly thereafter. The SS Klondike collided with a rock wall and sank shortly after in the next bend. In good weather, kayakers can still make out the aground hull of the SS Klondike I.

On June 12, 1936, the Master Pilot of the Yukon River's largest sternwheeler went below for breakfast. His recently promoted second-in-command was left in charge of steering the boat.

He was just coming around a point and he kept too far out. And there was a big rock bluff down this side and of course these boats, when you come around this sharp point, they're…sitting on top off the water, maybe three, three and a half feet, and they slide. And he didn't allow for that. Of course the boat came along and just crashed right into this rock bluff and it just tore the whole side out of her.

After hitting the wall, the boat hit either a rock or reef that tore the steering loose. As the Klondike started to float aimlessly down the river, the crew attempted to get a line to shore to stop the downstream drift but the current was too strong.

At the time it sank, the Klondike was carrying about 250 tons of cargo for communities and people along the river. While drifting freight from the wreck provided a bonus to people living downstream, many passengers lost everything.

The boat itself was a write off but the company was able to salvage the machinery and much of the superstructure and immediately set about re-building the Klondike

POI11-WP11

Distance:	8,9 nm
Dist. from Dept.:	72,0 nm
Dist. to Dest.:	44,2 nm
True Course:	336°
Magnetic Course:	316°

Until Carmacks, with 391 inhabitants the largest town between Whitehorse and Dawson, the tributaries Big Salmon River and Little Salmon River coming from the east flow into the Yukon. Before the Big Salmon River flows into the Yukon, you will see a gorge to the west and the river changes its flow to the northeast.

POI12-Big Salmon River

Distance:	5,0 nm
Dist. from Dept.:	76,9 nm
Dist. to Dest.:	39,2 nm
True Course:	27°
Magnetic Course:	8°

Shortly thereafter, the Big Salmon River flows into the Yukon.

The Big Salmon River flows through the traditional settlement areas of the Teslin Tlingit, Kaska-Dena and Little Salmon Carmacks First Nations. It originates in Quiet Lake. From there it flows north through Sandy Lake and Big Salmon Lake. The river squeezes through the mountainous country in a northwesterly direction. To the west of the river's course is the Big Salmon Range, and to the east are the Pelly Mountains.

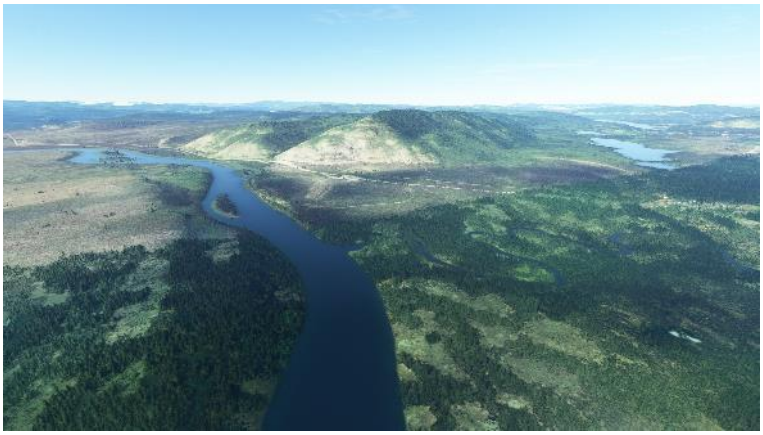
At kilometer 208.5, the river is blocked across its entire width by log jams. 15 km before its confluence with the Yukon River, the Big Salmon River seeks a new river course. A large delta has formed there because the former course is blocked. The former trading post Big Salmon Village was located at the confluence of Big Salmon River and Yukon River.

POI13-Walsh Creek

Distance:	2,5 nm
Dist. from Dept.:	79,4 nm
Dist. to Dest.:	36,8 nm
True Course:	347°
Magnetic Course:	328°

2.5 nautical miles north is the mouth of the Walsh Creek and the Yukon turns west.

POI14-Little Salmon River



Distance:	22,0 nm
Dist. from Dept.:	101,4 nm
Dist. to Dest.:	14,8 nm
True Course:	292°
Magnetic Course:	272°

About 20nm to the west you will recognize the parallel Robert Campbell Highway near the mouth of the Little Salmon River.

CEX4-Carmacks

Distance:	14,8 nm
Dist. from Dept.:	116,2 nm
Dist. to Dest.:	0,0 nm
True Course:	284°
Magnetic Course:	264°
Elevation:	1770 feet
Fuel:	yes

The highway and the Yukon will now take you directly to Carmacks Airport.

Carmacks (CEX4)

Elevation: 1.770 ft

Magnetic declination: 19,1° East

Fuel: yes

<u>Runway 10, 28</u>

Size: 6.214 x 179 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

LEG 3: CEX4 - CFQ6

Departure: Carmacks (CEX4)

Destination: Pelly Crossing (CFQ6)

Distance: 54,7 nm

POI15-Haines Junction

Distance:	5,3 nm
Dist. from Dept.:	5,3 nm
Dist. to Dest.:	49,3 nm
True Course:	287°
Magnetic Course:	268°

After takeoff, you will pass the Haines Junction airport and then turn north, continuing to follow the river.

Carmacks is on the Klondike Highway and is the western terminus of the Robert Campbell Highway. One of only four bridges over the Yukon is located here.

The place is named after George Carmack, one of the discoverers of the Klondike gold claims.

POI16-Five Finger Rapids

Distance:	8,1 nm
Dist. from Dept.:	13,4 nm
Dist. to Dest.:	41,3 nm
True Course:	1°
Magnetic Course:	342°

About 20km downstream are the Five Finger Rapids. The rock formation was a big obstacle for the sternwheeler during the gold rush.

There are the Five Finger Rapids. Four rocks divided the stream into five fingers and posed a dangerous obstacle for sternwheeler in the 19th and 20th centuries, which had to be overcome with winches and steel cables. Many lost their belongings on the rapids.

This obstacle was defused by rock blasting and can now, at normal water levels, also be overcome by canoeists without any problems.

POI17-Klondike Highway

Distance:	24,0 nm
Dist. from Dept.:	37,4 nm
Dist. to Dest.:	17,2 nm
True Course:	324°
Magnetic Course:	305°

You continue to follow the river and the Klondike Highway, which is its companion here. After about 25nm the highway separates from the river.

CFQ6-Pelly Crossing

Distance:	17,2 nm
Dist. from Dept.:	54,7 nm
Dist. to Dest.:	0,0 nm
True Course:	32°
Magnetic Course:	13°
Elevation:	1869 feet
Fuel:	no

You leave the Yukon River for a short distance and follow the Klondike Highway. Fly over the Von Wilczek Lakes and the Tthe Ndu Lake.

Just beyond the Pelly River is the Pelly Crossing airfield.

Pelly Crossing (CFQ6)

Elevation: 1.869 ft

Magnetic declination: 19,2° East

Fuel: no

Runway 08, 26

Size: 3.635 x 122 ft

Surface: Dirt

Pattern Altitude: 1.000 ft

LEG 4: CFQ6 - CYDA

Departure: Pelly Crossing (CFQ6)

Destination: Dawson City Airport (CYDA)

Distance: 160,8 nm

POI18-Pelly River

Distance:	22,6 nm
Dist. from Dept.:	22,6 nm
Dist. to Dest.:	138,2 nm
True Course:	262°
Magnetic Course:	242°

After taking off, you will follow the Pelly River west to its mouth into the Yukon.

Pelly River is one of the Yukon's most water-rich tributaries. After joining the Macmillan River, the Pelly River flows into the Yukon near the trading post of Fort Selkirk. Fort Selkirk is used and maintained in the summer as a fish camp by resident First Nations.

The Pelly River flows for a distance of 200 kilometers in a linear river valley that runs along the Tintina Trench. This is a trench system that is the northern continuation of the Northern Rocky Mountain Trench.

POI19-WP19

Distance:	34,1 nm
Dist. from Dept.:	56,7 nm
Dist. to Dest.:	104,1 nm
True Course:	277°
Magnetic Course:	257°

You are now following the Yukon west again. It is still about 140nm to Dawson City and there is no other airport on the way.

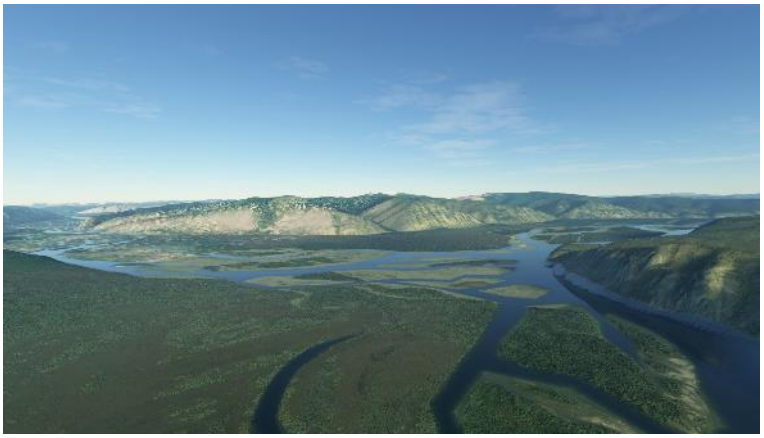
The Yukon narrows a bit and flows through a valley.

POI20-WP20

Distance:	27,3 nm
Dist. from Dept.:	84,0 nm
Dist. to Dest.:	76,8 nm
True Course:	292°
Magnetic Course:	273°

You continue to fly along the valley and the Yukon River downstream. Soon it changes direction and flows north.

POI21-White River



Distance:	10,7 nm
Dist. from Dept.:	94,7 nm
Dist. to Dest.:	66,1 nm
True Course:	346°
Magnetic Course:	328°

From the west White River flows into the Yukon.

The White River is 265 kilometers long and originates at the Russell Glacier in Alaska.

The river got the name because of its coloration by sediments carried along. It receives glacial water from Kluane Lake via the Donjek River and carries it into the Yukon River.

The mouth delta is widely branched and constantly changing as the White River carries tons of sediment daily. From this point on, the water of the Yukon River can no longer be used unfiltered as drinking water due to the turbidity caused by the sediments.

POI22-Steward River

Distance:	8,2 nm
Dist. from Dept.:	102,9 nm
Dist. to Dest.:	57,9 nm
True Course:	34°
Magnetic Course:	15°

The next tributary into the Yukon is not far. The Steward River flows into the Yukon from the east.

The Steward River originates in the Selwyn Mountains near the Northwest Territories-Yukon border. The abandoned village of Stewart River is located at its mouth on the Yukon River.

The Stewart River was explored by Robert Campbell in 1850. He named the river after a friend. The area remained largely untouched until the start of the Klondike Gold Rush, when it was opened to gold miners.

POI23-Sixty Mile River

Distance:	18,4 nm
Dist. from Dept.:	121,2 nm
Dist. to Dest.:	39,6 nm
True Course:	331°
Magnetic Course:	312°

The next tributary is the Sixty Mile River, which rises in Alaska. Its mouth into the Yukon is 64 kilometers upstream from Dawson.

POI24-Indian River

Distance:	13,3 nm
Dist. from Dept.:	134,6 nm
Dist. to Dest.:	26,2 nm
True Course:	3°
Magnetic Course:	345°

A few miles to the north, the Indian River flows into the Yukon from the east.

The Indian River originates at the confluence of Wounded Moose Creek, Dominion Creek and Scribner Creek. It flows through the Klondike Plateau in a predominantly west-northwest direction and joins the Yukon River 35 km south-southwest of Dawson.

The river shows a strong meandering behavior with many narrow river bends, especially in the middle section.

Numerous gold mines are located in the Indian River valley and in the valleys of the tributaries. Numerous pits and dredge lakes exist along the river channels. Besides gold, other minerals are extracted from the river sediments.

POI25-Klondike River

Distance:	17,4 nm
Dist. from Dept.:	152,0 nm
Dist. to Dest.:	8,8 nm
True Course:	24°
Magnetic Course:	5°

Soon you will have completed the longest leg. The next tributary of the Yukon is the Klondike River near Dawson City.

After the Yukon winds east for a short distance, the mouth of the Klondike is just around the next bend.

CYDA-Dawson City Airport

Distance:	8,8 nm
Dist. from Dept.:	160,8 nm
Dist. to Dest.:	0,0 nm
True Course:	91°
Magnetic Course:	72°
Elevation:	1213 feet
Fuel:	yes

Turn right and follow the Klondike River upstream. You are flying towards a hill and directly north next to the Klondike Highway is the airport.

Dawson (CYDA)

Elevation: 1.210 ft

Magnetic declination: 18,7° East

Fuel: yes

Runway 03, 21

Size: 5.078 x 37 ft

Surface: Bituminous

Pattern Altitude: 1.000 ft

Immediately after entering the Klondike Valley, you will see on your right the valley of Bonanza Creek, which in 1896 was still called Rabbit Creek.

This is where the first major gold discoveries were recorded, which ultimately triggered the gold rush.

In front of you are newer dumps of the modern gold prospectors, who are still searching for gold today, equipped with the appropriate machines.

LEG 5: CYDA - PAEG

Departure: Dawson City Airport (CYDA)

Destination: Eagle (PAEG)

Distance: 70,8 nm

POI26-Dawson City

Distance:	8,1 nm
Dist. from Dept.:	8,1 nm
Dist. to Dest.:	62,8 nm
True Course:	275°
Magnetic Course:	256°

You fly back to the Yukon to the west. North of the mouth of the Klondike River is Dawson City.

If you haven't visited Bonanza Creek yet, you would have the opportunity to do so now. It is the last valley on your left before the Yukon.

Keish, who belonged to the Tagish Indian tribe, or his sister Kate Carmack, the wife of George Washington Carmack, who owned the first claim, is considered the discoverer of the gold deposits.

Keish led his cousin Skookum Jim and niece Patsy Henderson down the Yukon from Carcross in August 1896. At the mouth of the Klondike, they met George Carmack and his wife Kate, who were fishing for salmon.

On August 16, 1896, the Tagish group found gold on Bonanza Creek, which at that time was still called Rabbit Creek. But they could not file a claim in view of the pronounced racism that prevailed here.

That task fell to Kate Carmack's husband, George. News of the gold discovery spread quickly in the Yukon Valley. Twenty-five prospectors from the Fortymile River and the Stewart River came hurriedly

to the claims at Bonanza, Eldorado, and Hunker Creek even before Carmack could claim his claim by presenting his application from Forty Mile.

For nearly a year, the comparatively few gold miners in the region were able to search undisturbed until some of the men who had become rich reached the West Coast by steamboat.

Dawson is, with a significant difference to Whitehorse, the second largest city in the Territory of Yukon in Canada. From the founding of the territory in 1898, Dawson was its capital until the government moved to Whitehorse, 535 km to the south, in 1953.

The settlement was founded in 1896 at the beginning of the legendary Klondike gold rush and named after the Canadian geologist George Mercer Dawson.

Dawson could only be reached via White Pass or the infamous Chilkoot Trail and then by a long and arduous journey by dog sled or canoe, later by paddle steamer on the Yukon.

By 1898, the population had peaked at over 40,000. It was the largest town west of Winnipeg and north of Seattle. Just one year later, only 8,000 residents lived there, and in 1902, only 5,000.

POI27-Fortymile River

Distance:	36,2 nm
Dist. from Dept.:	44,2 nm
Dist. to Dest.:	26,6 nm
True Course:	309°
Magnetic Course:	290°

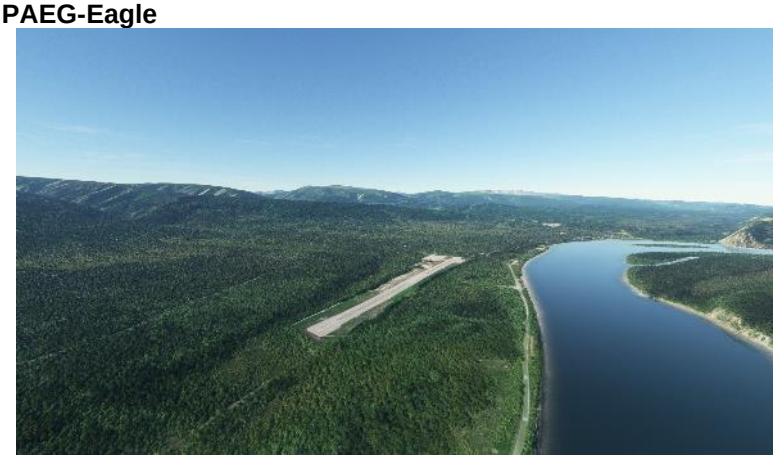
You continue to fly the Yukon to Nostwest. After a short gorge, the valley widens again, the Yukon bends slightly to the north. The Fortymile River flows in from the west.

POI28-USA-CAN Border

Distance:	19,7 nm
Dist. from Dept.:	63,9 nm
Dist. to Dest.:	6,9 nm
True Course:	322°
Magnetic Course:	303°

On the 141st degree of longitude lies the state border of Canada and the United States.

PAEG-Eagle



Distance:	6,9 nm
Dist. from Dept.:	70,8 nm
Dist. to Dest.:	0,0 nm
True Course:	326°
Magnetic Course:	308°
Elevation:	904 feet
Fuel:	yes

A few kilometers downstream is Eagle, a supply center from the time of the gold rush, with a population of 150 today. The airfield lies behind the town south of the river.

Eagle (PAEG)

Elevation: 904 ft

Magnetic declination: 18,5° East

ASOS: 135,550 MHz

Fuel: yes

Runway 07, 25

Size: 4.257 x 165 ft

Surface: Cement

Pattern Altitude: 1.000 ft

LEG 6: PAEG - L20

Departure: Eagle (PAEG)
Destination: Coal Creek (L20)
Distance: 68,9 nm

POI29-Nation River

Distance:	29,0 nm
Dist. from Dept.:	29,0 nm
Dist. to Dest.:	40,0 nm
True Course:	331°
Magnetic Course:	312°

Turn north after takeoff and continue to follow the Yukon. 30 miles north, the Nation River flows into the Yukon, and gained some importance from 1897 to 1898 due to a coal mine near the mouth.

POI30-Kandik River

Distance:	21,9 nm
Dist. from Dept.:	50,9 nm
Dist. to Dest.:	18,1 nm
True Course:	298°
Magnetic Course:	279°

Further on, the Kandik River flows into the Yukon from the north.

POI31-Charley River

Distance:	8,1 nm
Dist. from Dept.:	59,0 nm
Dist. to Dest.:	10,0 nm
True Course:	248°
Magnetic Course:	230°

You are now in the Yukon-Charley Rivers National Preserve. It is named after the tributary Charley River, which flows into the Yukon from the south.

The Yukon-Charley Rivers National Preserve is a protected area in east-central Alaska on the border with the Canadian territory of Yukon. It contains 185 km of the Yukon River and the Charley River drainage basin.

The Charley River flows through higher elevations of tundra and boreal coniferous forests, unlike the Yukon River, which flows through lowlands. Access to the Preserve, within whose boundaries there are no roads, is via Circle downstream at the end of the Steese Highway or Eagle on the border with Canada at the end of the Taylor Highway. Eagle is also where the park administration is located.

Many relics from the time of the Klondike River gold rush at the end of the 19th century, when many gold seekers arrived via the Yukon, are located in the preserve region, as are paleontological and archaeological sites.

POI32-WP32

Distance:	6,3 nm
Dist. from Dept.:	65,3 nm
Dist. to Dest.:	3,7 nm
True Course:	289°
Magnetic Course:	271°

After the slight right bend of the river, you will see a few larger islands in the river on the southern bank. Shortly after, you will see a valley into which you are flying.

L20-Coal Creek

Distance:	3,7 nm
Dist. from Dept.:	68,9 nm
Dist. to Dest.:	0,0 nm
True Course:	231°
Magnetic Course:	213°
Elevation:	861 feet
Fuel:	no

The Coal Creek runway is right in front of you.

Coal Creek (L20)

Elevation: 861 ft

Magnetic declination: 17,8° East

Fuel: no

<u>Runway 01, 19</u>

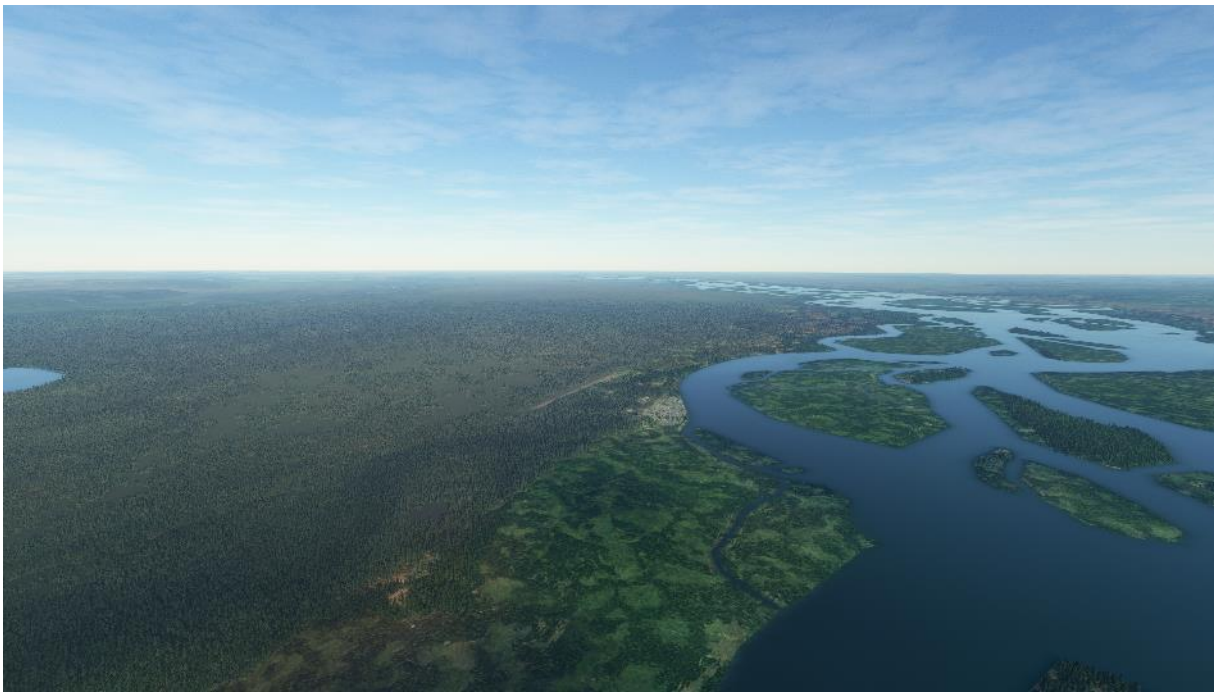
Size: 3.454 x 76 ft

Surface: Dirt

Pattern Altitude: 1.000 ft

LEG 7: L20 - PACR

Departure: Coal Creek (L20)
Destination: Circle City (New) (PACR)
Distance: 40,5 nm

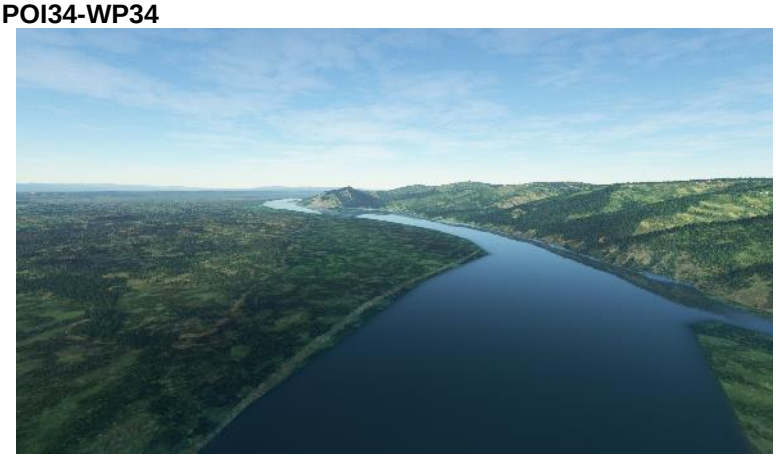


POI33-WP33

Distance:	14,1 nm
Dist. from Dept.:	14,1 nm
Dist. to Dest.:	26,4 nm
True Course:	302°
Magnetic Course:	284°

After the take off you follow the Yukon River to the northwest. You will fly over some islands until you come to a group of islands in the river. They are immediately behind a few mountains on your right.

POI34-WP34



Distance:	10,5 nm
Dist. from Dept.:	24,5 nm
Dist. to Dest.:	15,9 nm
True Course:	326°
Magnetic Course:	308°

Further north on the river, it winds along some steep slopes dotted with ravines.

PACR-Circle City (New)

Distance:	15,9 nm
Dist. from Dept.:	40,5 nm
Dist. to Dest.:	0,0 nm
True Course:	339°
Magnetic Course:	321°
Elevation:	611 feet
Fuel:	yes

The river valley opens up again and you can already see the airport of Circle on the west bank.

Circle City (PACR)

Elevation: 611 ft

Magnetic declination: 17,7° East

Fuel: yes

Runway 15, 33

Size: 3.211 x 40 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

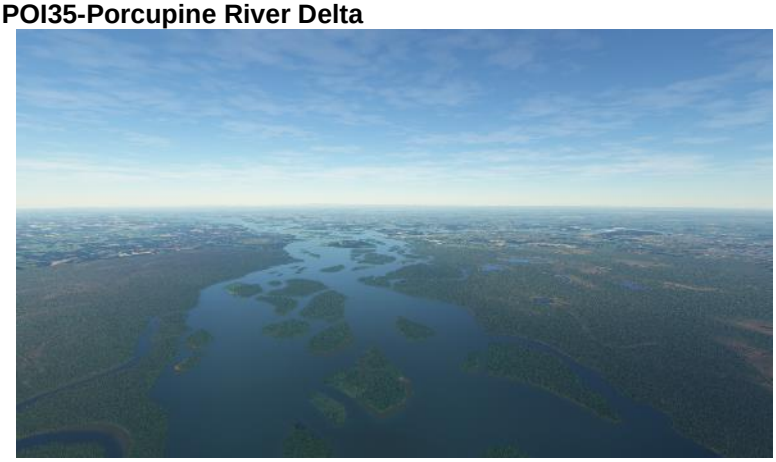
LEG 8: PACR - PFYU

Departure: Circle City (New) (PACR)

Destination: Fort Yukon (PFYU)

Distance: 53,2 nm

POI35-Porcupine River Delta



Distance:	49,4 nm
Dist. from Dept.:	49,4 nm
Dist. to Dest.:	3,8 nm
True Course:	327°
Magnetic Course:	309°

Shortly after Circle, the Yukon Flats National Wildlife Refuge, another nature reserve, begins. You follow the Yukon Flats 50 nautical miles.

You will see the delta of the Porcupine River from far away.

The Yukon Flats National Wildlife Refuge is the third largest refuge in the United States National Wildlife Refuge System, covering 34,945 square kilometers.

It is located in inland eastern Alaska at the mouth of the Porcupine River into the Yukon. The refuge is bordered by the Brooks Range to the north and the White Mountains to the south. The Arctic National Wildlife Refuge is directly adjacent to the northeast.

The Yukon Flats are a wetland basin on permafrost with lakes, rivers, and mixed forest of spruce, birch, and aspen, with a subarctic continental climate. In winter, temperatures can reach -57 degrees Celsius, and in summer, temperatures reach 38 degrees Celsius, the highest at comparable latitudes in North America.

Before the arrival of the first Europeans, the Yukon Flats were hunting and fishing grounds of Athapascan aborigines. The large populations of fur-bearing animals attracted the first European hunters to the Yukon in the 19th century.

In 1893 gold was found on Birch Creek, a tributary of the Yukon from the White Mountains. Circle, southeast of the later Wildlife Refuge, temporarily grew to a population of over 1000. In the 1920s Fort Yukon was the most important fur trading center in Alaska.

In the late 1950s, plans emerged to build a hydroelectric facility that would have completely submerged the Yukon Flats. Opposition from environmental organizations, indigenous groups and the United States Fish and Wildlife Service prevented the project.

The refuge is home to Alaska's largest duck population and one of the largest waterfowl breeding areas in North America. Most of the birds that breed here are migratory, but 13 species, such as the Hudsonian titmouse, great horned owl and pine woodpecker, remain in the region year-round.

Lynx, muskrats, mink, and marten inhabit the floodplains. Grizzly bears, wolves, and moose are found throughout the refuge, while black bears prefer the forested lowlands. Dall sheep live in the tundra areas of the highlands.

PFYU-Fort Yukon

Distance:	3,8 nm
Dist. from Dept.:	53,2 nm
Dist. to Dest.:	0,0 nm
True Course:	347°
Magnetic Course:	330°
Elevation:	447 feet
Fuel:	yes

In the middle of the delta, surrounded by countless arms of the two rivers, you will find the airport of Fort Yukon.

Fort Yukon (PFYU)

Elevation: 447 ft

Magnetic declination: 17,3° East

AWOS: 125,800 MHz

Fuel: yes

<u>Runway 04, 22</u>

Size: 5.582 x 111 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

LEG 9: PFYU - PAWB

Departure: Fort Yukon (PFYU)
Destination: Beaver (PAWB)
Distance: 54,0 nm

POI36-Porcupine River

Distance:	2,2 nm
Dist. from Dept.:	2,2 nm
Dist. to Dest.:	51,8 nm
True Course:	277°
Magnetic Course:	260°

Shortly behind Fort Yukon the Porcupine River flows into the Yukon. However, the mouth is not really identifiable due to the many side arms of the delta.

POI37-Arctic Circle

Distance:	21,3 nm
Dist. from Dept.:	23,5 nm
Dist. to Dest.:	30,4 nm
True Course:	266°
Magnetic Course:	249°

You have reached the northernmost position of the journey and are in the Arctic Circle. Follow the river further west and you will cross the Arctic Circle again in a southerly direction.

POI38-Joe Devlin Island

Distance:	21,5 nm
Dist. from Dept.:	45,0 nm
Dist. to Dest.:	9,0 nm
True Course:	248°
Magnetic Course:	232°

You fly south past Deadman Island and reach the Joe Devlin Islands 9 miles off Beaver.

PAWB-Beaver

Distance:	9,0 nm
Dist. from Dept.:	54,0 nm
Dist. to Dest.:	0,0 nm
True Course:	249°
Magnetic Course:	232°
Elevation:	364 feet
Fuel:	no

Beaver is in the middle of the Yukon Flats National Wildlife Refuge and is your next landing site, It is located on the north bank of the river.

Beaver (PAWB)

Elevation: 364 ft

Magnetic declination: 16,6° East

Fuel: no

<u>Runway 05, 23</u>

Size: 4.309 x 118 ft

Surface: Dirt

Pattern Altitude: 1.000 ft

LEG 10: PAWB - SVS

Departure: Beaver (PAWB)
Destination: Stevens Village (SVS)
Distance: 45,1 nm

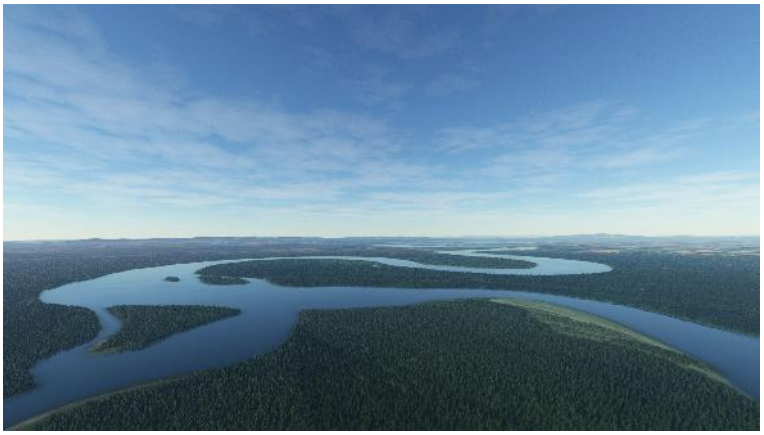
POI39-Marten Island

Distance:	18,8 nm
Dist. from Dept.:	18,8 nm
Dist. to Dest.:	26,3 nm
True Course:	243°
Magnetic Course:	226°

You continue to fly in a southwesterly direction following the Yukon. You are still in the Yukon Flats.

You will pass several islands south of the main river: Whirlpool Island, Victor Island and Oskar Island, before you fly over Marten Island.

POI40-Peninsula



Distance:	18,7 nm
Dist. from Dept.:	37,5 nm
Dist. to Dest.:	7,6 nm
True Course:	240°
Magnetic Course:	224°

Continue along the river and you will see King Slough Island on your right. Further downstream you will see a prominent peninsula.

SVS-Stevens Village

Distance:	7,6 nm
Dist. from Dept.:	45,1 nm
Dist. to Dest.:	0,0 nm
True Course:	250°
Magnetic Course:	234°
Elevation:	327 feet
Fuel:	no

The stream winds north, keep south of it and you'll head straight for the Stevens Village grass runway.

Stevens Village (SVS)

Elevation: 327 ft

Magnetic declination: 15,7° East

Fuel: no

<u>Runway 05, 23</u>

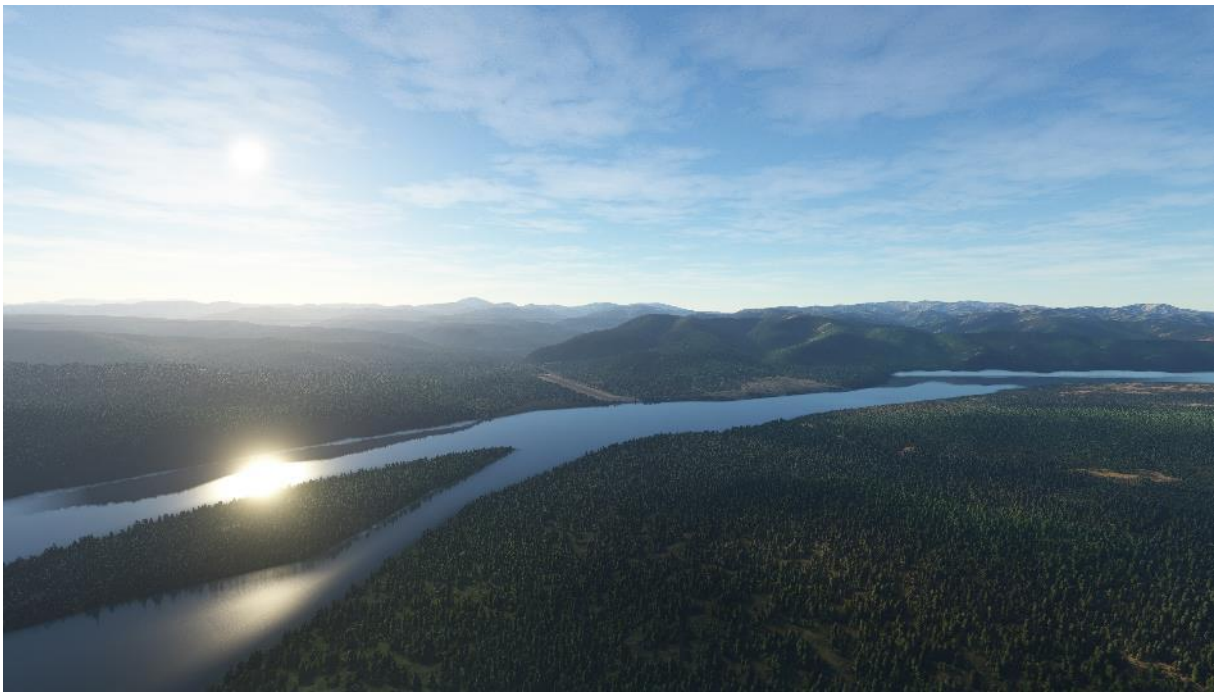
Size: 4.340 x 89 ft

Surface: Grass

Pattern Altitude: 1.000 ft

LEG 11: SVS - PFMP

Departure: Stevens Village (SVS)
Destination: Rampart Airport (PFMP)
Distance: 45,0 nm



POI41-Chetlechak Island

Distance:	6,1 nm
Dist. from Dept.:	6,1 nm
Dist. to Dest.:	38,9 nm
True Course:	236°
Magnetic Course:	220°

After takeoff you fly further downstream and pass Chetlechak Island. South of it the Yukon flows between hills through a gorge.

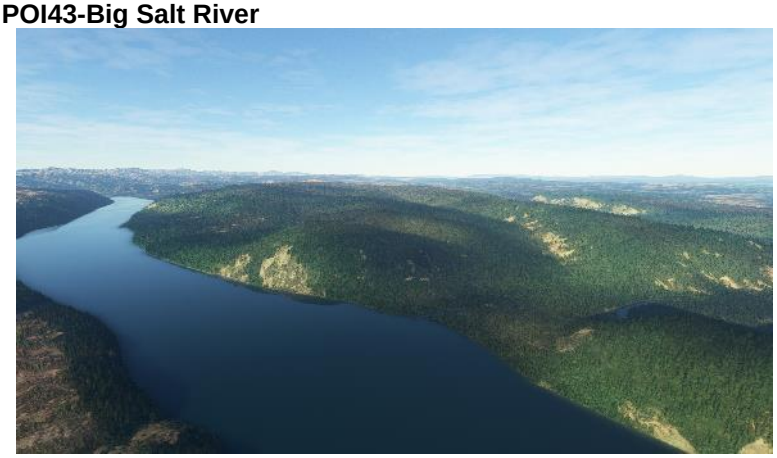
POI42-Ray River

Distance:	14,2 nm
Dist. from Dept.:	20,3 nm
Dist. to Dest.:	24,7 nm
True Course:	250°
Magnetic Course:	234°

The Dalton Highway crosses the river about 2.5 km south of the closed Five Mile Airport. Shortly thereafter, the Ray River flows into the Yukon.

You are now leaving the Yukon Flats National Wildlife Refuge.

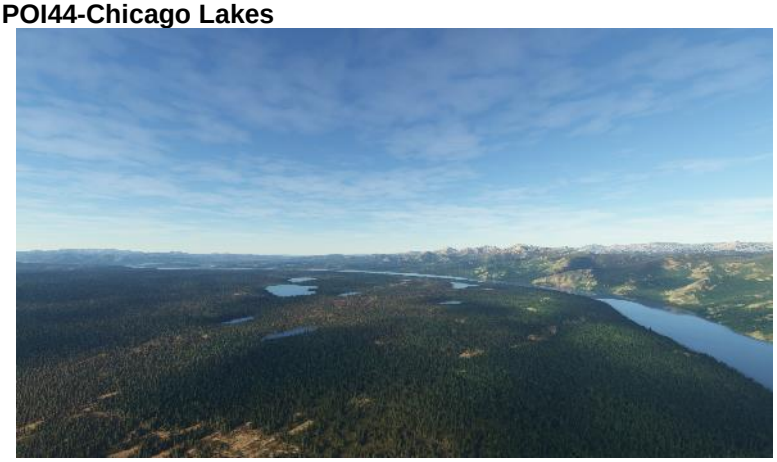
POI43-Big Salt River



Distance:	3,1 nm
Dist. from Dept.:	23,4 nm
Dist. to Dest.:	21,6 nm
True Course:	238°
Magnetic Course:	222°

3 miles further downstream another river enters the Yukon from the north: Big Salt River.

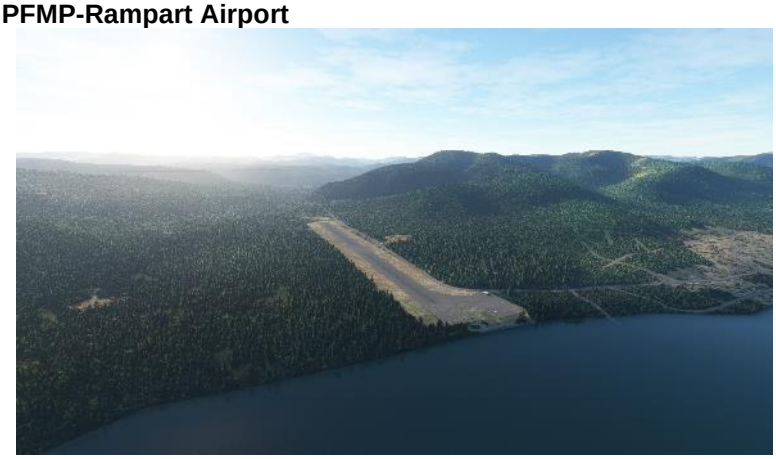
POI44-Chicago Lakes



Distance:	13,0 nm
Dist. from Dept.:	36,5 nm
Dist. to Dest.:	8,6 nm
True Course:	203°
Magnetic Course:	187°

The river changes direction a few times and in a bend you recognize the Chicago Lakes.

PFMP-Rampart Airport



Distance:	8,6 nm
Dist. from Dept.:	45,0 nm
Dist. to Dest.:	0,0 nm
True Course:	185°
Magnetic Course:	169°
Elevation:	293 feet
Fuel:	yes

You should plan the approach to Rampart Airport. The runway is on the left side of the river.

Rampart Airport (PFMP)

Elevation: 293 ft

Magnetic declination: 15,4° East

Fuel: yes

Runway 11, 29

Size: 4.116 x 149 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

LEG 12: PFMP - PATA

Departure: Rampart Airport (PFMP)

Destination: Calhoun Meml (PATA)

Distance: 53,6 nm

POI45-Tanana River

Distance:	49,9 nm
Dist. from Dept.:	49,9 nm
Dist. to Dest.:	3,7 nm
True Course:	247°
Magnetic Course:	231°

The trail continues downstream for about 50nm to the mouth of the Tanana River.

First you see some smaller mountains on the south and then on the north side of the river.

After two lakes on the south bank you fly through a gorge and the river valley widens again a bit.

Before you reach the Tanana River, the river valley narrows again.

The Tanana River is 1060 kilometers long and a left tributary of the Yukon River. It is known for the "Nenana Ice Classics".

Since 1917, the "Nenana Ice Classics" have been held regularly on the Tanana River in winter. For this purpose, a wooden frame is frozen on the river and connected by rope to a tower clock. As soon as the ice breaks and the frame floats away, the clock stops, marking the time when the ice melts.

The earliest date for ice melt to date was April 14 in 2019. The previous record date was April 20 and was only reached twice in 1940 and 1998. The latest date was May 20.

The Tanana ice melts at the elevation of the village of Nenana at 64 degrees latitude an average of five and a half days earlier today than it did in 1917, providing important evidence of global warming from the ice bet.

PATA-Calhoun Meml

Distance:	3,7 nm
Dist. from Dept.:	53,6 nm
Dist. to Dest.:	0,0 nm
True Course:	273°
Magnetic Course:	258°
Elevation:	236 feet
Fuel:	no

Immediately behind the town of Tanana, on the northern shore, is the airport.

Calhoun Meml (PATA)

Elevation: 236 ft

Magnetic declination: 14,5° East

ASOS: 135,100 MHz

Fuel: no

Runway 25, 07

Size: 4.445 x 107 ft

Surface: Dirt

Pattern Altitude: 1.000 ft

LEG 13: PATA - PARY

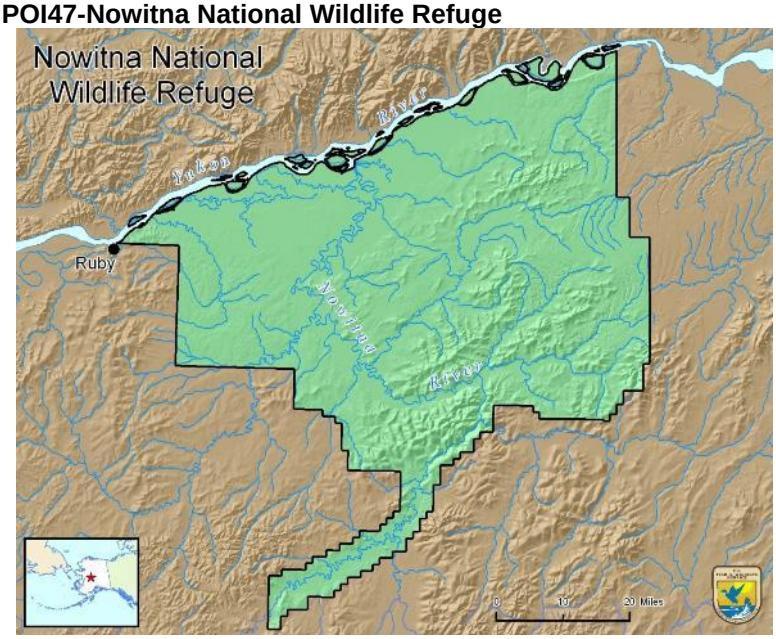
Departure: Calhoun Meml (PATA)
Destination: Ruby (PARY)
Distance: 92,0 nm

POI46-Tozitna River

Distance:	8,1 nm
Dist. from Dept.:	8,1 nm
Dist. to Dest.:	83,9 nm
True Course:	254°
Magnetic Course:	239°

Shortly after the start you will see the Tozitna River flowing from a valley from the north into the Yukon.

POI47-Nowitna National Wildlife Refuge



Distance:	31,6 nm
Dist. from Dept.:	39,7 nm
Dist. to Dest.:	52,3 nm
True Course:	265°
Magnetic Course:	251°

Further west downriver, south of the Yukon, lies the Nowitna National Wildlife Refuge, a 6313 km² nature reserve.

Weather in the Nowitna National Wildlife Refuge region is characterized by precipitation, light winds, long, harsh winters, and short but relatively warm summers.

The slowly meandering lower reaches of the Nowitna River, with wetlands near its banks and surrounding lakes, form one of Alaska's many waterfowl breeding grounds. Trumpeter swans, white-fronted geese, giant pochards, cranes, and many other migratory birds breed in the refuge. About 120 species of birds have been sighted during the summer months.

The wooded lowlands are overgrown with white spruce and provide shelter for the marten. Moose, wolves, lynx, wolverines, black and brown bears also have a habitat here.

POI48-Nowitna River

Distance:	18,7 nm
Dist. from Dept.:	58,4 nm
Dist. to Dest.:	33,6 nm
True Course:	237°
Magnetic Course:	223°

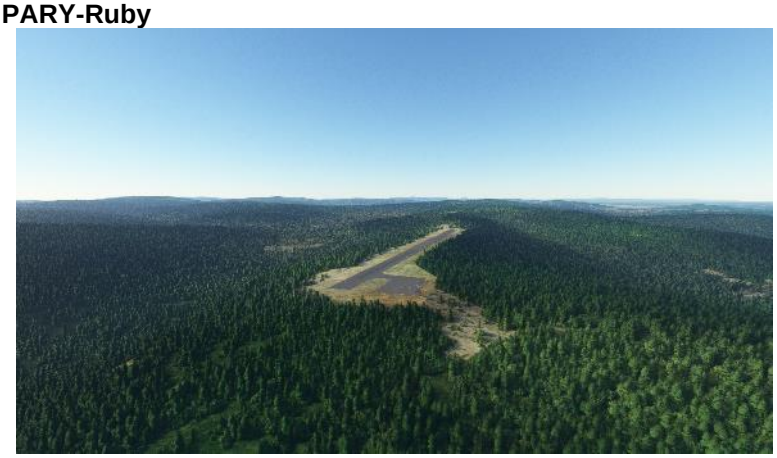
About halfway through the Wildlife Refuge, the name-giving Nowitna River flows into the Yukon from the south.

POI49-Ninemile Island

Distance:	23,0 nm
Dist. from Dept.:	81,4 nm
Dist. to Dest.:	10,6 nm
True Course:	260°
Magnetic Course:	246°

You continue to follow the river. On the north bank you will see Hardluck Island, followed by Ham Island on the south bank until you reach Ninemile Island. An elongated island on the south shore bordering the wildlife refuge.

PARY-Ruby



Distance:	10,6 nm
Dist. from Dept.:	92,0 nm
Dist. to Dest.:	0,0 nm
True Course:	227°
Magnetic Course:	214°
Elevation:	653 feet
Fuel:	yes

After passing Straight Island on the north shore you fly directly to the airport of Ruby. It is located on the opposite shore where the Melozitna River flows in from the north.

Ruby (PARY)

Elevation: 653 ft

Magnetic declination: 13,3° East

AWOS: 118,250 MHz

Fuel: yes

Runway 03, 21

Size: 4.630 x 100 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

Ruby originated as a supply depot for gold seekers who found reddish stones on the banks of the Yukon, mistook them for rubies, and thus gave the town its name.

The present inhabitants of the town are Koyukon-Athabascans. These nomads lived in the area between Nowitna River and Koyukuk River and moved around in the rhythm of the seasons. Twelve camps existed in said area where fishing took place in the summer.

The largest gold nugget ever found in Alaska, 294.10 troy ounces (9,148 grams), was found near Ruby in 1998.

LEG 14: PARY - PFKU

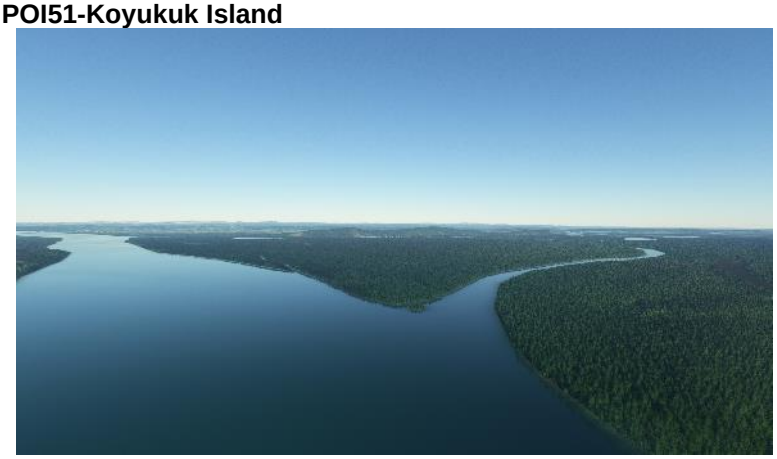
Departure: Ruby (PARY)
Destination: Koyukuk (PFKU)
Distance: 60,8 nm

POI50-Edward G Pitka

Distance:	37,5 nm
Dist. from Dept.:	37,5 nm
Dist. to Dest.:	23,2 nm
True Course:	271°
Magnetic Course:	258°

The journey continues to the west. After an island that lies in the middle of the lake, Yuki River flows in from the south. The slopes to the north become smaller, the river makes a bend and takes you past Edward Airfield.

POI51-Koyukuk Island



Distance:	17,3 nm
Dist. from Dept.:	54,8 nm
Dist. to Dest.:	6,0 nm
True Course:	298°
Magnetic Course:	285°

You fly over a few windings of the river and some smaller and larger islands. On the north bank you will then see a branch of the Yukon River that encloses Koyukuk Island.

POI52-Koyukuk River

Distance:	2,2 nm
Dist. from Dept.:	57,0 nm
Dist. to Dest.:	3,8 nm
True Course:	321°
Magnetic Course:	308°

Fly over the island. North of the island you can see the mouth of the Koyukuk River into the Yukon.

PFKU-Koyukuk

Distance:	3,8 nm
Dist. from Dept.:	60,8 nm
Dist. to Dest.:	0,0 nm
True Course:	256°
Magnetic Course:	244°
Elevation:	149 feet
Fuel:	yes

About halfway across the island, you turn southwest and find yourself in perfect alignment with the Koyukuk airstrip.

Koyukuk (PFKU) Map

Elevation: 149 ft

Magnetic declination: 12,4° East

Fuel: yes

Runway 07, 25

Size: 4.621 x 172 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

LEG 15: PFKU - PAKV

Departure: Koyukuk (PFKU)
Destination: Kaltag (PAKV)
Distance: 42,8 nm

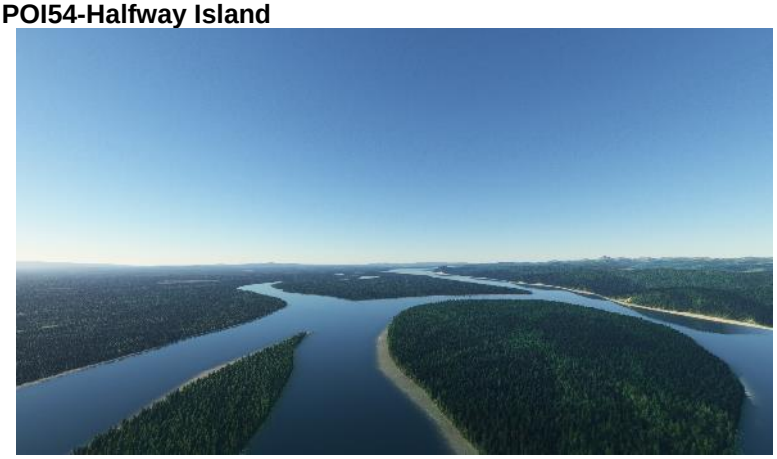
POI53-Nulato River

Distance:	14,6 nm
Dist. from Dept.:	14,6 nm
Dist. to Dest.:	28,2 nm
True Course:	226°
Magnetic Course:	213°

Shortly after takeoff, the Yukon turns south. On the eastern shore is Big Island and shortly thereafter you fly over the sandy runway of Nulato.

Between the mouth of the Nulato River and the airport lies the island of the same name in the middle of the river.

POI54-Halfway Island



Distance:	17,4 nm
Dist. from Dept.:	32,0 nm
Dist. to Dest.:	10,8 nm
True Course:	208°
Magnetic Course:	196°

After the mouth of the Nulato River you will fly over Ninemile Island and then behind two smaller islands in the river Halfway Island.

PAKV-Kaltag

Distance:	10,8 nm
Dist. from Dept.:	42,8 nm
Dist. to Dest.:	0,0 nm
True Course:	223°
Magnetic Course:	211°
Elevation:	175 feet
Fuel:	yes

You fly over a few more islands in the river. Shortly behind the mouth of the Kaltag River is the airport.

Kaltag (PAKV)

Elevation: 175 ft

Magnetic declination: 12° East

ASOS: 135,250 MHz

Fuel: yes

<u>Runway 03, 21</u>

Size: 5.120 x 138 ft

Surface: Cement

Pattern Altitude: 1.000 ft

LEG 16: PAKV - PAGX

Departure: Kaltag (PAKV)
Destination: Grayling (PAGX)
Distance: 96,7 nm

POI55-Rodo River

Distance:	2,6 nm
Dist. from Dept.:	2,6 nm
Dist. to Dest.:	94,1 nm
True Course:	162°
Magnetic Course:	150°

3 miles south of the airport you will see Rodo River flowing into the Yukon.

POI56-Eightmile Islands

Distance:	7,3 nm
Dist. from Dept.:	9,9 nm
Dist. to Dest.:	86,9 nm
True Course:	175°
Magnetic Course:	163°

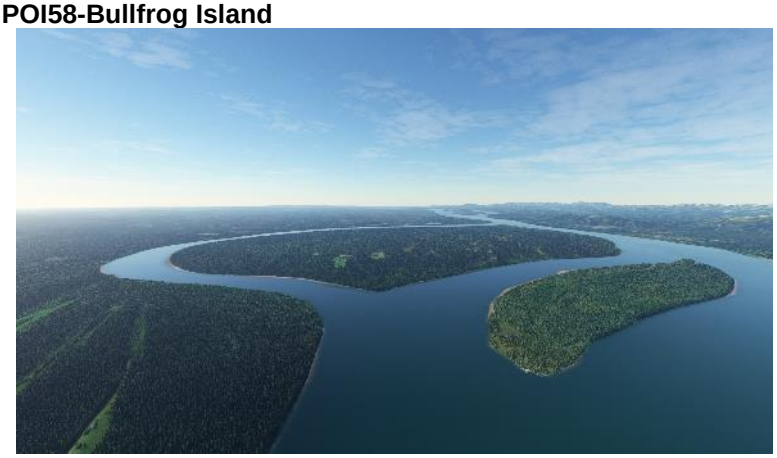
The next larger islands in the river are called Eightmile Islands. First comes Little Eightmile and then Big Eightmile Island.

POI57-Khotol River

Distance:	7,2 nm
Dist. from Dept.:	17,1 nm
Dist. to Dest.:	79,6 nm
True Course:	189°
Magnetic Course:	177°

A little further downstream, the Khotol River flows in from the east.

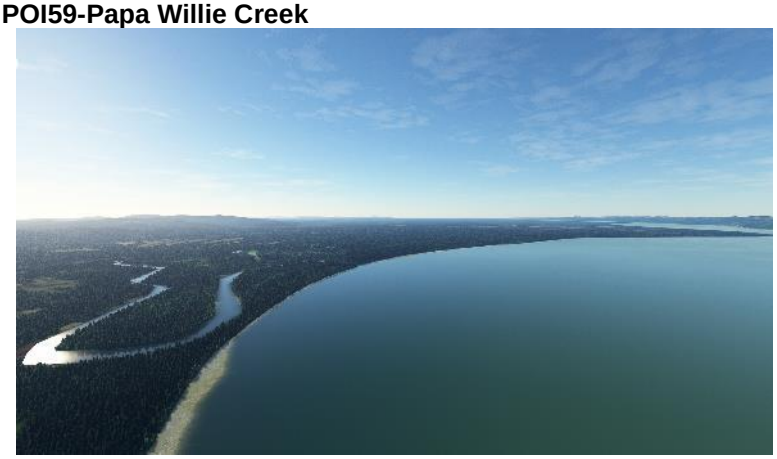
POI58-Bullfrog Island



Distance:	24,0 nm
Dist. from Dept.:	41,1 nm
Dist. to Dest.:	55,6 nm
True Course:	218°
Magnetic Course:	206°

You fly over some smaller and two larger islands. The big third island is called Bullfrog Island and looks almost like a heart in flight direction. In front of it is a smaller island.

POI59-Papa Willie Creek



Distance:	20,6 nm
Dist. from Dept.:	61,7 nm
Dist. to Dest.:	35,1 nm
True Course:	188°
Magnetic Course:	176°

Further on, the next elongated island is Eagle Island.

Shortly thereafter, the stream backs up into a lake with Papa Willie Creek flowing into its eastern shore.

POI60-Shakelug Slough

Distance:	22,0 nm
Dist. from Dept.:	83,7 nm
Dist. to Dest.:	13,0 nm
True Course:	206°
Magnetic Course:	195°

22 nautical miles to the south, after two oblong islands, the Shakelog Slough flows into the Yukon. The Slough is a cross connection to the Innoko River, which joins the Yukon later on your route at Holy Cross.

PAGX-Grayling

Distance:	13,0 nm
Dist. from Dept.:	96,7 nm
Dist. to Dest.:	0,0 nm
True Course:	221°
Magnetic Course:	210°
Elevation:	118 feet
Fuel:	yes

You fly over the river island in front of you and then come to the next stopover on the way to the Bering Sea.

The airport is located on the western shore.

Grayling (PAGX)

Elevation: 118 ft

Magnetic declination: 11,2° East

Fuel: yes

Runway 17, 35

Size: 4.651 x 119 ft

Surface: Bituminous

Pattern Altitude: 1.000 ft

LEG 17: PAGX - PAHC

Departure: Grayling (PAGX)
Destination: Holy Cross (PAHC)
Distance: 46,3 nm

POI61-Anvik River

Distance:	13,3 nm
Dist. from Dept.:	13,3 nm
Dist. to Dest.:	32,9 nm
True Course:	196°
Magnetic Course:	185°

In front of you are again a few smaller islands before the Yukon splits at a larger island. On the western shore of the island the Anvik River flows into the stream.

POI62-Elkhorn Island

Distance:	8,9 nm
Dist. from Dept.:	22,3 nm
Dist. to Dest.:	24,0 nm
True Course:	181°
Magnetic Course:	170°

You fly over the Seaport (K40) and the Airport (PANV) of Anvik and recognize a wider island in the river: Elkhorn Island. West of it, another river flows into the Yukon.

POI63-Horseshoe Lake

Distance:	18,7 nm
Dist. from Dept.:	41,0 nm
Dist. to Dest.:	5,3 nm
True Course:	146°
Magnetic Course:	135°

You should now stay a little east of Yukon and look for a lake that looks like a horseshoe. That's where its name comes from: Horseshoe Lake.

PAHC-Holy Cross

Distance:	5,3 nm
Dist. from Dept.:	46,3 nm
Dist. to Dest.:	0,0 nm
True Course:	161°
Magnetic Course:	149°
Elevation:	74 feet
Fuel:	yes

Behind the river you can already see the airport of Holy Cross. East of it is Salmon Island, on whose eastern shore the Innoko River flows into a branch of the Yukon.

Holy Cross (PAHC)

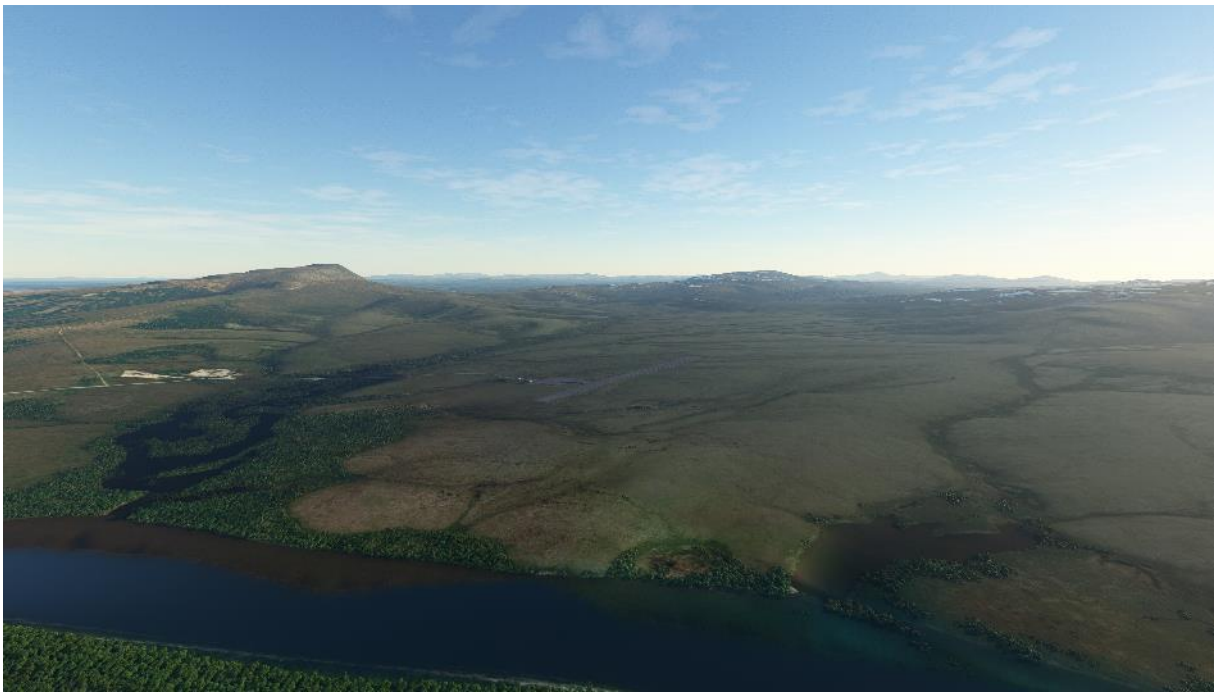
Elevation: 74 ft

Magnetic declination: 11,6° East
ASOS: 118,325 MHz
Fuel: yes

Runway 01, 19
Size: 4.623 x 137 ft
Surface: Asphalt
Pattern Altitude: 1.000 ft

LEG 18: PAHC - PADM

Departure: Holy Cross (PAHC)
Destination: Marshall Don Hunter Sr (PADM)
Distance: 95,9 nm

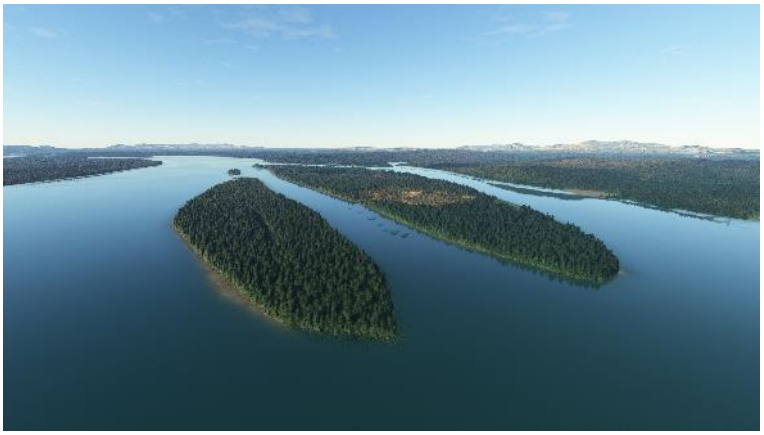


POI64-Great Paimiut Island

Distance:	16,3 nm
Dist. from Dept.:	16,3 nm
Dist. to Dest.:	79,6 nm
True Course:	212°
Magnetic Course:	200°

You continue to follow the Yukon on its way into the Ocean and come across Great Paimiut Island. There the river turns west and Yukon Delta National Wildlife Refuge begins.

POI65-Johnson Island



Distance:	34,8 nm
Dist. from Dept.:	51,1 nm
Dist. to Dest.:	44,8 nm
True Course:	261°
Magnetic Course:	250°

Follow the river further west. Behind the south bank you will see some lakes.

When the river turns south again for a short distance, you will see Johnson Island on the northwest shore.

The Yukon Delta National Wildlife Refuge is a 77,500 square kilometer protected area of the National Wildlife Refuge System. The refuge also includes the two islands of Nelson and Nunivak.

The deltas of the two rivers form a tundra flatland crisscrossed by rivers, lakes, and ponds, covering 70% of the refuge and reaching a maximum elevation of 30 meters. In the hinterland of the wetland, the landscape changes into hills with tree and shrub cover and mountains with an altitude of up to 1,200 meters.

The Yukon Delta National Wildlife Refuge provides one of the largest wading bird nesting areas in North America. The river channels provide spawning and refuge areas for 44 species of fish, including all five North American Pacific salmon species. The uplands are home to brown and black bears, moose, reindeer, wolves and muskoxen. There are occurrences of marine mammals off the coast of the sanctuary. Whales pass by the Refuge on their migrations.

POI66-Russian Mission

Distance:	5,5 nm
Dist. from Dept.:	56,5 nm
Dist. to Dest.:	39,4 nm
True Course:	189°
Magnetic Course:	178°

Turn to the south. On the west bank are the two runways of Russian Mission.

POI67-Willow Island

Distance:	20,7 nm
Dist. from Dept.:	77,2 nm
Dist. to Dest.:	18,7 nm
True Course:	231°
Magnetic Course:	221°

Continue following the Yukon. In a river bend, where the Yukon turns north, there are 3 islands: Willow Island in front on the left, Blade Island on the right and Bluefish Island behind it.

The area of today's Yukon Delta National Wildlife Refuge was part of the Beringia land bridge until about 10,000 years ago, through which the first humans probably migrated from Asia to North America. Even today, the region is densely populated by Alaskan standards, with 35 villages and about 25,000 residents, many of them Yup'ik.

The first conservation efforts in the region occurred in 1909, when a native bird sanctuary was designated. In 1929, Nunivak Island became a protected area for birds and wildlife, to which the surrounding islands were added the following year.

PADM-Marshall Don Hunter Sr

Distance:	18,7 nm
Dist. from Dept.:	95,9 nm
Dist. to Dest.:	0,0 nm
True Course:	348°
Magnetic Course:	337°
Elevation:	99 feet
Fuel:	yes

Sixteen miles to the north, when the Yukon splits at Arbor Island, to the east is your next stop, Marshall airport.

Marshall Don Hunter Sr (PADM)

Elevation: 99 ft

Magnetic declination: 10,3° East

Fuel: yes

<u>Runway 07, 25</u>

Size: 3.762 x 115 ft

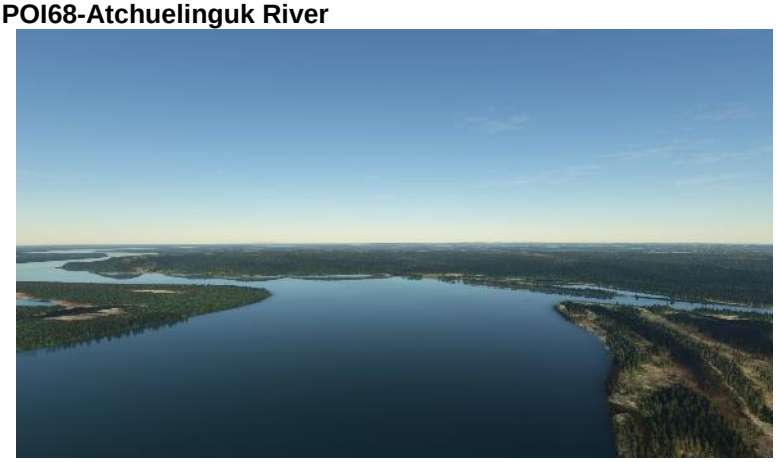
Surface: Asphalt

Pattern Altitude: 1.000 ft

LEG 19: PADM - PAMO

Departure: Marshall Don Hunter Sr (PADM)
Destination: Mountain Village (PAMO)
Distance: 48,8 nm

POI68-Atchuelinguk River



Distance:	23,1 nm
Dist. from Dept.:	23,1 nm
Dist. to Dest.:	25,6 nm
True Course:	285°
Magnetic Course:	275°

Off we go for the penultimate stage. The river winds further west. In front of Pilot Station airfield, the Atchuelinguk River pours into the Yukon from the north.

POI69-Andreafsky River

Distance:	13,3 nm
Dist. from Dept.:	36,4 nm
Dist. to Dest.:	12,4 nm
True Course:	287°
Magnetic Course:	277°

Pass the runway from Pilot Station to the south and fly over the island, following the river downstream.

At Pitkas Point, a small village of about 120 people, the Andreafsky River joins the Yukon.

North of the river is St Mary's (PASM).

PAMO-Mountain Village

Distance:	12,4 nm
Dist. from Dept.:	48,8 nm
Dist. to Dest.:	0,0 nm
True Course:	289°
Magnetic Course:	279°
Elevation:	318 feet
Fuel:	yes

A little further west on the north shore is the airfield of Mountain Village, the last stop before the destination, the mouth of the Yukon River in the Bering Sea.

The airport is not easy to spot, orient yourself by the map and the course of the river to the north or the lakes to the south.

Mountain Village (PAMO)

Elevation: 318 ft

Magnetic declination: 9,7° East

AWOS: 118,350 MHz

Fuel: yes

<u>Runway 02, 20</u>

Size: 4.047 x 87 ft

Surface: Asphalt

Pattern Altitude: 1.000 ft

LEG 20: PAMO - SXP

Departure: Mountain Village (PAMO)

Destination: Sheldon Point (SXP)

Distance: 73,9 nm

POI70-Yukon Delta

Distance:	30,6 nm
Dist. from Dept.:	30,6 nm
Dist. to Dest.:	43,3 nm
True Course:	345°
Magnetic Course:	335°

You are already in the middle of the Yukon Delta and encounter larger islands in the river. At this point the Yukon splits on its way to the sea.

The Yukon-Kuskokwim Delta is one of the largest river delta systems on earth, covering approximately 129,500 square kilometers. It is located at the mouths of the Yukon and Kuskokwim rivers into the Bering Sea in western Alaska.

The region of the delta, which consists mainly of tundra, has about 20,000 inhabitants, 85% of whom are Alaska Native from the Yupik and Athabascan peoples. There are virtually no roads in this area. One travels by bush plane or river boats in summer and snow machines in winter.

Between Russian Mission on the Yukon with Upper Kalskag on the Kuskokwim exists with the Yukon-Kuskokwim Portage a historic land connection between the two rivers.

POI71-Emmonak (PAEM)

Distance:	17,7 nm
Dist. from Dept.:	48,3 nm
Dist. to Dest.:	25,6 nm
True Course:	307°
Magnetic Course:	297°

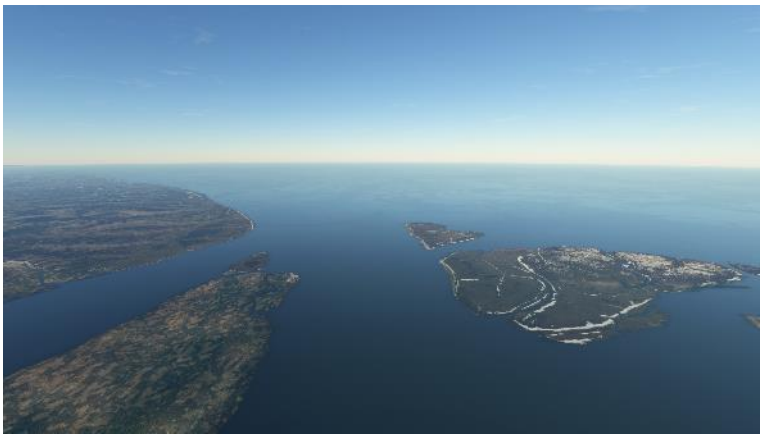
Follow the wider left arm of the Yukon. Just before Emmonak, the river splits again. Ignore the grass landing strip north of the bank.

POI72-Alakanuk

Distance:	6,1 nm
Dist. from Dept.:	54,4 nm
Dist. to Dest.:	19,6 nm
True Course:	220°
Magnetic Course:	211°

Follow the river south again. At Alakanuk, through your right window, you will see the paved runway near the river and a little further away the grass runway.

POI73-Mouth of Yukon



Distance:	13,4 nm
Dist. from Dept.:	67,8 nm
Dist. to Dest.:	6,1 nm
True Course:	239°
Magnetic Course:	230°

You are almost at the end of the journey. 10 nautical miles further on, the Yukon flows into the Bering Sea after 3120 kilometers.

You have seen countless islands, canyon turns and nature reserves and also experienced a few things about the gold rush at the Klondike.

SXP-Sheldon Point

Distance:	6,1 nm
Dist. from Dept.:	73,9 nm
Dist. to Dest.:	0,0 nm
True Course:	118°
Magnetic Course:	109°
Elevation:	16 feet
Fuel:	no

Turn left again around the island. On the peninsula to your right behind the two small lakes is the destination: Sheldon Point.

Sheldon Point (SXP)

Elevation: 16 ft

Magnetic declination: 9,2° East

Fuel: no

Runway 20, 02

Size: 2.905 x 42 ft

Surface: Dirt

Pattern Altitude: 1.000 ft

We of Nordheim Missions wish you a good stay at Sheldon Point and would be happy to accompany you on another mission soon.

We hope you still have enough fuel in the tank to get away from here. The airfield does not offer any fuel.

Thank you very much.