

Travelogue: Flight to the North Pole



A daytrip to the North Pole

(1st May 2010)

by

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List of contents:

- Page 003 - How did I get the idea to make a flight to the North Pole?
- Page 003 - 004 - Before the flight
- Page 004 - Ready for take off, departure and breakfast on board
- Page 005 - Flying over Norway and the first interview
- Rarely visible, but this time it is: The island Bjørnøya
- Page 006 - Flying over Svalbard: The city Longyearbyen and a beautiful wild landscape
- Page 007 - On the way to the North Pole and the second interview
- Page 008 - The North Pole, two circumnavigations of the world and the Date Line
- Page 009 - Back into the south with the destination Greenland and a marriage proposal in the far North
- Page 009 - 012 - East Greenland: Endless deserts of snow and ice with powerful mountains
- Page 013 - Flying with more than 1,000 km/h towards Iceland
- Page 013 - 015 - Iceland: Island of the elements seen from aerial perspective with a very known volcano
- Page 016 - 017 - Return flight to Germany and the arrival at Dusseldorf
- Page 018 - Overview map of the flight path and times
- Page 019 - My certificate
- Page 020 - Many many thanks to...
- Page 021 - Important notice about the pictures in that travelogue
- Further links / websites and contact

How did I get the idea to make a flight to the North Pole?

Of course it's almost preprogrammed that people will laugh if you say: "Tomorrow I will make a quick flight to the North Pole". Today this is really possible, if people are able to spend money for this adventure. You don't need to reserve so much time for that because the flight departs in the morning and will arrive back at the airport in the evening. In addition to the North Pole you can also get impressions of Norway, Svalbard, Greenland and Iceland – if the weather allows it. It is a great chance to have a look at these remote areas of the world what was only possible to a hand of great explorers in the past. But I have to say that the "emotional effect" of the "journey into the unknown" of course isn't that strong as in the past, but personally it's still a kind of being a discoverer then. For this flight you need to be airworthy of course and you shouldn't have any problem with long distance flights due to the fact that this is (unfortunately) a non-stop flight. Already in 2009 I found out about the possibility to visit the North Pole by flight but the costs were more than 1000 € and that was really too expensive for me. In the middle of April 2010 I was searching for an idea what I could do for travelling next and I remembered this trip. Unfortunately the prices were the same as in 2009. But this time I had the idea to look at Ebay and exactly this idea made it possible for me to join this adventure. There I found two tickets were given back by their owners and now sold again by auction. One ticket was a window seat and the other ticket which wasn't that interesting to me, was an aisle seat. I just thought if I will make a journey like this I want to look outside all the time and I really love to look outside the window when flying. So I was concentrated on the window seat and I finally got it for 438 €. For a lot of people that may sound like an expensive price, but if you compare to the normal price (about 1,600 €) – and this is a really special adventure – I was very happy about this price and for me it isn't too much for such an experience. Especially if you compare that to the fact that you sometimes have to pay about 200-300 € for the outbound and return flight (even the distance is much shorter), that price for a long distance flight can't be expensive. But now enough theory and let us start the journey!

Before the flight

Today on 1st May 2010, finally my flight to the North Pole will happen. As usual before my journeys take place I have to get up early in the late night because the aircraft operated by Air Berlin will depart from Dusseldorf at 8 am. Freely based on the slogan "rather too early than too late" I decided to leave about 5 am to be sure to be punctual for that special trip. To be very sure that this will work I used the transfer service "NRW Shuttle", my very faithful "transfer-partner" over the last years for the transfer to my cruises. Also this time the car is on time and I am arriving at the airport of Dusseldorf already at 5.30 am. I walk through the airport (which is bigger but less confusing than Cologne) to reach the check-in desk. On the display above the flight is already mentioned → "AB 1111 to the North Pole". Wow, that makes already a very exciting and happy feeling! Beyond question a lot of fellow passengers are taking pictures of this special display and it is the best picture to be the first of that trip. I am almost sure no one did forget his / her camera because all are positive and happy even it is that early in the morning. At almost exactly 6 am the check-in starts. Due to the fact that no one has luggage to check in, the procedure takes place very fast and I am holding the boarding card of this journey of exploration in my hands. I am kind of passenger who is

LH 3832	BASEL	07:35	101-139	A83E
TK 1530	ISTANBUL	07:45	270-272	C36
GXL 662	PRISTINA	07:45	242-247	C41
IB 3597	MADRID	07:50	195-198	B73
AB 3224	MALAGA	08:00	151-170	B76
LH 858	DRESDEN	08:00	101-139	A82C
LH 868	LEIPZIG-HALLE	08:00	101-139	A82A
AB 1111	NORTH POLE	08:00	181-184	B25
LH 898	STUTT GART	08:00	101-139	A83A
LH 4566	LISSABON	08:10	101-139	A83D
LH 878	NÜRNBERG	08:10	101-139	A83C
LH 248	BERLIN-TEGEL	08:10	101-139	A84
AB 6025	MÜNCHEN	08:15	171-180	B31



really happy if the security check in is done and so I am going there immediately – of course I am allowed to pass directly. At the assigned gate B25 our Airbus of Air Berlin is already parked and it's time to take a picture of the aircraft with which we are going to visit the North Pole for the first time. We also will do at least one circumnavigation of the world and so it's a really special aircraft for all of us. The rest of the waiting time the fellow passengers and me are drinking tea or coffee while talking about several topics, of course also about the Arctic and our excitement due to that upcoming flight..

Then finally the time has come because the boarding punctually starts now at 7.15 am. Inside the aircraft I find my seat with the number 33A very fast and it's a better seat than I thought. The seat was described as "on the wing" but I guess it's the last seat of the category because I have a good view straight down and also backward – that means it's a little bit behind the edge of the wing. I am definitely very surprised in positive way and even more excited about the flight. Even on short-distance flights I always need to have a good view outside → even it's just from Cologne to Munich. On a flight like this here now, it's really a necessity to have a seat like this.

Ready for take off, departure and breakfast on board

Now we have already a few minutes before 8 am and our aircraft is leaving the gate – luckily all passengers are on board. The current weather conditions aren't that nice with cloudy sky but the weather here at Dusseldorf isn't that important of course. Punctually at 8 am our flight to the North Pole has its clearance for takeoff and on it goes (I have to say I really love that feeling when starting!). A few minutes later we already break through the cloud cover and are surrounded by almost blue sky. Without detours we are heading towards northern direction while getting more and more excited and simply happy to join this experience. We are reaching the Norwegian mainland at about 9 am and so my feeling of being on holiday is complete. Unfortunately at the moment we can't see anything except the tops of the clouds and we have to be patient. Beyond questions this is the perfect time to get the breakfast served by the cabin crew. We almost all know the meals getting served during normal flights but this one is really special and comprehensive. Every single passenger is getting smoked salmon, a meat platter with smoked turkey breast, salami, Camembert and pepper-cheese, a fruit yoghurt and orange-muffin, butter, jam, bread and a roll. Hungry now? No wondering about this - me too while writing. The cabin crew of course is also serving coffee, tea or water for the breakfast. All in all the breakfast was really good and now we are ready to head northwards while being saturated.

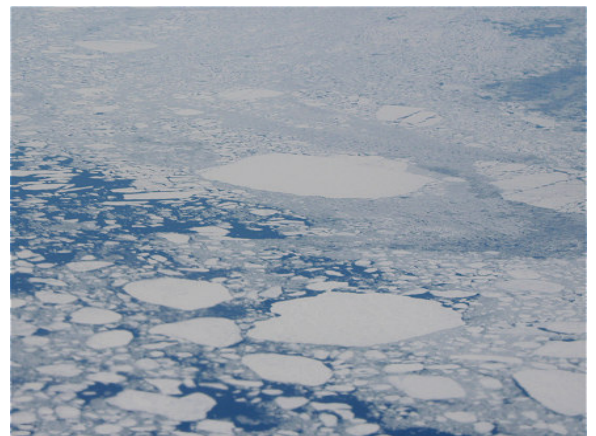


Flying over Norway and the first interview

After we weren't able to see anything of Norway the cloud cover now is loosing a little bit and we are getting more hope to get a view of Norway before leaving there. At 9.41 am we had passed Trondheim (nothing to see) but now at about 10 am we finally have luck to spot the Lofoten to our left, or let us say at least a little bit of the islands. To visit this region is really impressive and simply great but also from above this islands are beautiful with their spiky and towering mountains. But I prefer to look at this landscape from the ground or sea for sure. Without any question here we are now taking the first pictures of Norway. The next worth seeing site is the North Cape on the right hand side but there are too many clouds to see it clear. Nevertheless I am sitting on the left side and so I wouldn't be able to see it – but seeing it on the display inside the aircraft would have been also great.

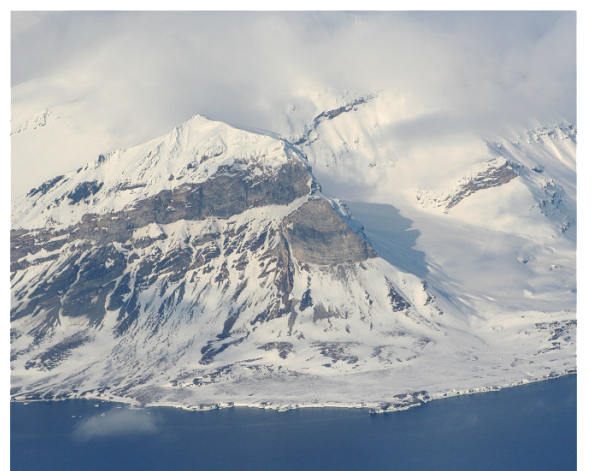


At about 10.42 am we have the pleasure to follow the first interesting interview of our flight. We finally got a satellite link to the German research station at Ny-Alesund / Svalbard. I clearly have in mind where the researcher of the Alfred Wegener institute is sitting now because I visited Ny-Alesund already two times during my cruises to Northern Europe the years before. The researcher tells us a lot of interesting information about Svalbard and all passengers are listening very excited. Additionally not uninteresting information are the information about the weather at Svalbard as we will have a passage there later while heading towards the North Pole. Currently it's cloudy there but in the afternoon there is snow expected – let's keep the fingers crossed that we are able to see something. We are full of hope due to the fact that we should arrive there even before noon.



Rarely visible, but this time it is: The island Bjørnøya

The first real highlight we are almost all able to see is at 11 am on the right hand side the well known island called Bjørnøya. The island is about 178 km² wide and is located between the North Cape and Svalbard midway through the Barents Sea. On this island you only can find a meteorological research station and beside no one is living there. In addition to that Bjørnøya is under conservation. The island most of the times isn't visible due to clouds (like we know that from the island Jan Mayen north of Iceland) but today we have a clear view on the still snow-covered island and I am following the pictures on the display inside the aircraft which is connected to some outdoor cameras. Due to that all passengers are able to have a view on that interesting place. The outdoor cameras are great because everyone can have a look outside in very good quality.



Flying over Svalbard: The city Longyearbyen and a beautiful wild landscape

At about 11.10 am we are starting our first descent and our pilot brings the Airbus down to 7,500 meters. Due to that we are getting closer to the ice-fields and we enjoy the icy view out of the well tempered aircraft. A few minutes later we are already reaching the southeastern point of Svalbard. The viewing conditions are good and there are only a few clouds at the moment. Now at 11.20 am we have the first snow-covered mountains beneath us which belong to the island Edgeøya. Often we can see nice edges which separate the mountains from the deep blue water. One mountain formation is more beautiful than the other one, the same with the valleys between the mountains. About 10 minutes later we are able to see the first impressive mountains and the view onto the arctic landscape is simply beautiful! In addition to that our pilot gets the permission to fly even lower and so we start another descent down to 3,000 meters. At the same time we are getting the information that we are flying now over Longyearbyen and yes, there is the runway of the small airport to our left. A few seconds later the city appears after we have passed the mountains (11.36 am). This time of course all is white because of the snow and I like this view more than seeing the sand and dust during the warmer months when I visited there. While flying above the city we are making a left turn and I have a great view looking down alongside the wing to Longyearbyen. We continue towards northwest over the Isfjorden where somewhere also should be the Russian settlement Barentsburg – but I actually can't find it. Next on our route is Oscar II Land and James I Land where we go down to about 2,500 meters and the mountain tops are now even more impressive! The view is simply spectacular!

While flying over Svalbard we are also flying some turns so that it's possible to have often special views of that beautiful landscape. Of course we also can observe frozen fjords. With being supported by the 300mm objective it is possible to capture these breathtaking views with my camera and there is one great impression after the other. We are reaching now the western end of Svalbard and I am able to identify the Fortlandsundet which separates the Oscar II Land from the longish island Prins Karls Forlandet. Meanwhile we are increasing our altitude and we have the last views of Svalbard (12.00 am) until our aircraft now is flying up into the clouds again. Due to that we have now time to handle all these unique impressions of Svalbard – WOW!





On the way to the North Pole and the second interview

Only a few minutes later we are reaching the ridged ice which will accompany us now on our way to the North Pole. At the moment it looks more like fields of ridged ice but of course it will get more compact and thick when we are flying more northwards. But now first of all it is time for lunch, by the way the northernmost meal I ever had :D. Adventures of course always make hungry. It is just a light snack but after the comprehensive breakfast and due to the fact, that our way to the North Pole now isn't that far anymore, it is okay. We are able to choose between a bagel with Camembert or salmon and I guess about 80% of the passengers are choosing the salmon. It tastes fresh and is really delicious!

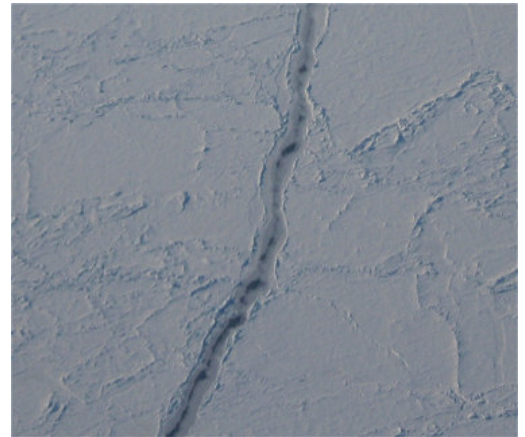
Already at about 12.15 am the ridged ice is getting more thick and we are able to spot more huge fissures in the pack ice which look quiet impressive. While we are enjoying the views of the pack ice and the far North, we are listening to a spokesman of the ESA who is giving an interview for us. Here we are getting information about the current research about the climate change. The interview continues until 12.36 am while the ice is getting more and more thick. Here now some current information about our flight at 1 pm: airspeed = 811 km/h ; flight altitude = 10,972 m ; outdoor temperature = -59 °C.





The North Pole, two circumnavigations of the world and the Date Line

At 1.08 pm we are flying about 800 km north of Svalbard and you can notice, that the passengers – of course me also – are getting more and more excited. Conducive for that is without question also the fact, that the cabin crew has started to distribute small bottles of sparkling wine. The view outside isn't that good at the moment because there are some narrow cumulus clouds hiding the icy surface. But now a few minutes later the view gets better and we marvel the pack ice which has in average a thickness of about 10 meters now. You can spot very good the areas where the pack ice broke apart but afterwards froze over again. Partly we also can see areas where the ice ridge was shoved under another – really impressive! Now it's getting very excited because we are coming closer to the highlight of our flight while the aircraft is reducing its air speed and also the altitude. With only about 1,700 meters we are flying above the pack ice and the crew is starting a very cheerful countdown for our arriving at the North Pole. At exactly 1.21 pm (about 5 hours and 21 minutes after departing from Dusseldorf) the glasses are clinking and we finally reached the travel destination of our flight → the North Pole! Just one minute later our Airbus starts the shortest circumnavigation of the world. For the reason that everyone can look down to the North Pole the pilot is flying an eight. Due to that we are passing the Date Line and so we are for a short time "in future" on the 2nd May 2010, afterwards of course flying back to the 1st May. As a result we didn't just reach the North Pole but also circumnavigate the world two times. It is really a very special moment for all of us to be at the northernmost point of the world, reaching the area where several explorers made dangerous expeditions to while risking their necks. Of course our feeling can't be compared to the feelings of the explorers in the past, but without any question we are also very happy! Unquestionably the North Pole isn't marked by a flag or something but therefore we get a map on the display on which we can see, that we really reached it. Until 1.25 pm we are circling around here in the northernmost part of the world from where it isn't really far to reach even Canada. In addition to that for the first time of my life I was above the Arctic Ocean so that I now saw almost all huge oceans of the northern hemisphere.

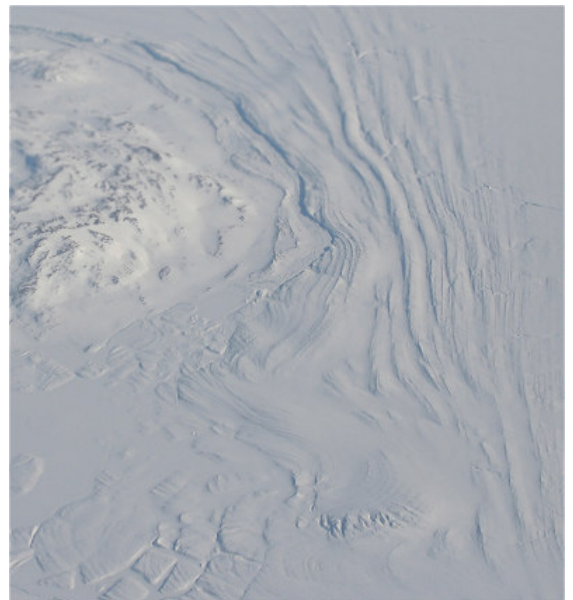


Back into the south with the destination Greenland and a marriage proposal in the far North

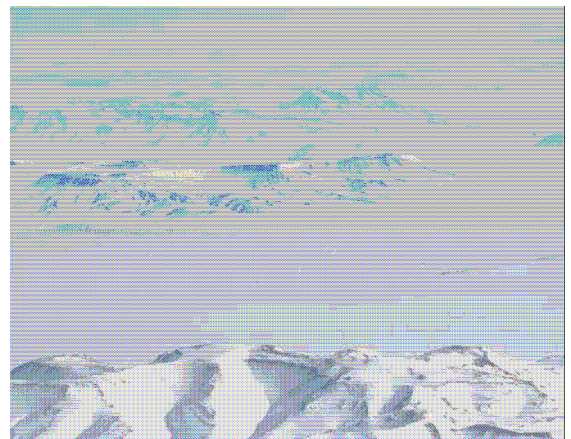
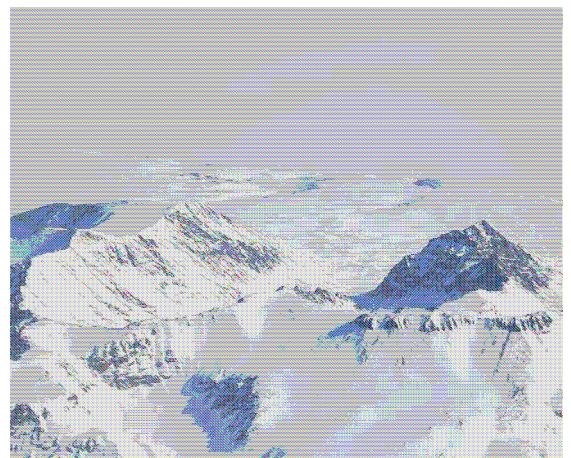
Now we have to leave the northernmost point of our planet and we are heading already in southwest direction towards Greenland while we are getting more altitude as well. At 1.30 pm we are reaching an altitude of 5,000 meters again with an airspeed of 681 km/h. Beneath us again the impressive landscape with the pack ice and the structures and we are able to take more great pictures. At 1.50 pm something unexpected happens – luckily in very positive way. One of the passengers is making a proposal to his girlfriend at this special location and all are happy, that he is getting a positive answer. The crew and all passengers applaud and congratulate both while we continue our flight towards Greenland with very good mood. I am really excited about Greenland because I never saw it before – only in documentaries of course. We will fly above East-Greenland and I wonder how the landscape will look like. First of all the impressions aren't great – simply because it is cloudy and nothing to see of northeastern Greenland.

East Greenland: Endless desserts of snow and ice with powerful mountains

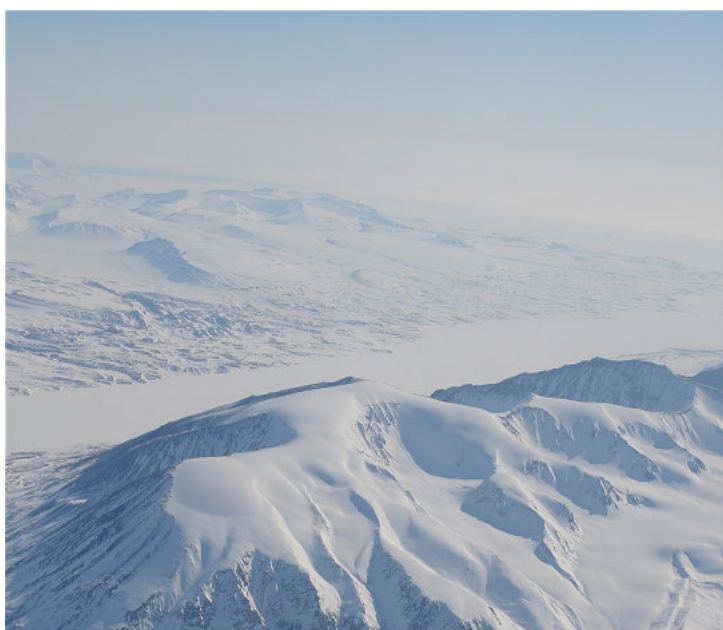
We reached already again 10,000 meters of altitude and now starting our descent over Greenland. The hope to get better weather conditions gets confirmed from the cockpit and more south the conditions should get better. While we can spot the first snow-covered mountain at 2.22 pm we use the time also for further education. We are getting an interesting talk on training of astronauts in the Arctic in relation to missions to Mars in the future and also information about G-Forces. Really interesting topics and it seems that everyone is listening very excited. At about 2.40 pm we still can't see anything and flying through the clouds at an altitude of 3,600 meters. Almost ten minutes later we are passing 80° North and the pilots and our courier have a meeting on the question how to continue our flight. The idea is to skip the passage of East Greenland due to the weather and to make a fly-over of Jan Mayen instead. This would be also great of course! The pilots are talking with the researchers on Jan Mayen but unfortunately also there are clouds and no chance to spot anything. Due to that the pilots and the courier decide not to chance the planned flight route. That was a really good decision because now at 3 pm the weather conditions get better and better so that for the first time during our expedition we get a good view of Greenland.



The landscape of East Greenland is characterized by mountains of medium height and snow-covered flat areas. Also really great are looking the ice floes which were frozen again while swimming on the water and then also got a snow-cover. It looks like a kind of "ice-dessert" with very small plateaus. By the way we are still flying again at an altitude of 3,600 meters and enjoying the view of Kronprinz Christian Land. The mountains are now a little bit higher than before and at 3.02 pm we are flying over Lambert Land. We are reaching Germania Land at 3.13 pm. In that region there was a German weather station from 1941-1945 to explore the climate conditions in the Arctic in detail to use that knowledge for the own tactics during the war. In addition to fascinated mountainous landscapes the "ice-desserts" are also always exciting because even they look different all the time. Also the low clouds over the landscape are very interesting to observe with their shadows on the ground. Meanwhile (3.30 pm) the sky is often clear and only sometimes some smaller clouds make the blue sky a little bit white. The complete scenery just feels like from another planet because in Middle Europe of course no region is looking like that. North of the Kaiser-Franz-Josef Fjord we can spot now spectacular mountains often a little bit higher than 1,000 meters and all the time you can here the cameras all around are taking pictures. Again and again we can also spot valleys surrounded by the mountains what looks simply awesome! At 3.53 pm we are flying above the huge Kaiser-Franz-Josef Fjord and enjoying the view down to the fjord and its tails what offers a great scenery to us. Here I am able to capture the most beautiful and impressive pictures from the flyover of Greenland. Also south of this fjord the landscape is still that impressive. Especially on the right hand side the mountains are very massive with heights over 3,000 meters and I follow the clear pictures of the outdoor cameras on the display. At about 4.10 pm we are flying over Trail Island where you can see also some high mountains, but they aren't that massive as before. Now we are passing Scorely Land and about 4.25 pm the airport Nerlerit Inaat (Constable Point Airport). It is one of the most isolated airports for passenger aircrafts of Greenland. The next city nearby the airport is Ittoqqortoormiit (I hope I wrote it correct :D) and even that city has to be reached most of the times by helicopter. The airport itself is served also from Iceland and it is the starting point for a lot of travellers into the wild Arctic. But this are only a few facts about that region here and we continue to fly southwards.



Well, we are passing the Constable Point Airport to our right hand side and at the same time we can enjoy the view of the wild landscape on the left side. At about 4.45 pm we are coming closer to the southeastern edge of Greenland because the ice is getting more thin and we can often see the deep blue water between the ice.



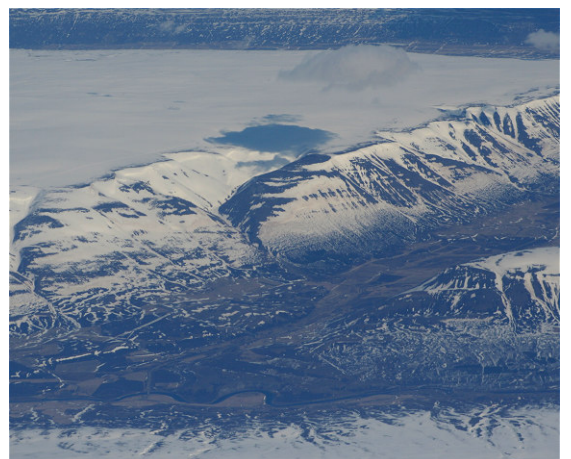


Flying with more than 1,000 km/h towards Iceland

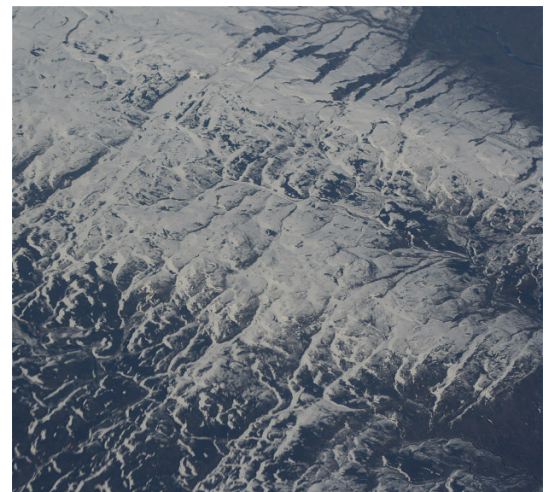
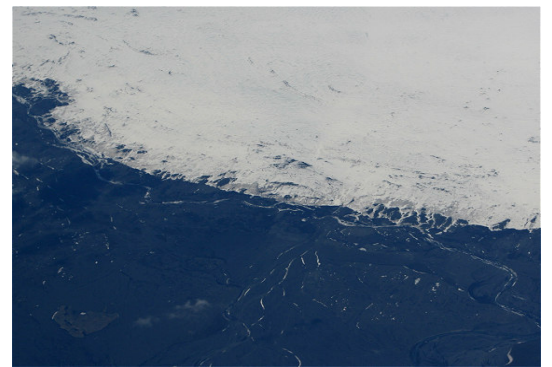
At 4.50 pm we left Greenland and are heading towards the island of fire and ice → Iceland. While we all are still thinking about the beautiful impressions of Greenland our Airbus uses the opportunity to fly even faster than expected. The reason for that is the jetstream between Greenland and Iceland which we can use now on our flight route. The jetstream has a wind speed of about 220 km/h and we luckily have that as tailwind. On the display we can see the current air speed of our aircraft and that is with 1,040 km/h really really impressive (4.48 pm). That is without any question the fastest airspeed I have ever experienced. Interestingly it is possible to calculate the acoustic velocity which depends on the outdoor temperature. Outside on a height of 12,000 meters it is about $-50\text{ }^{\circ}\text{C}$ and consequently the acoustic velocity would be 1,078 km/h → therefore we are flying only 38 km/h less than it. Wow! While we are heading towards Iceland, the cabin crew is serving our second main meal. The appetizer is today a seafood salad with vodka-cème fraîche and for the main course we can choose from two options: 1. fawn-roast with pearl onions, roasted bacon bits, sprouts and spätzle or for the second possibility it is icelandic codfish with a crap-sauce and vegetable-fettuccine. Also for the desert we can choose from several options: Red berry compote with custard sauce, cheese or bread with butter. For that special trip to Northern Europe I want to be faithful to the region by choosing the meal with the icelandic codfish. Unfortunately my meal has to wait after arriving at my table because now at 5.03 pm we are reaching the northern edge of Iceland.

Iceland: Island of the elements seen from aerial perspective with a very known vulcano

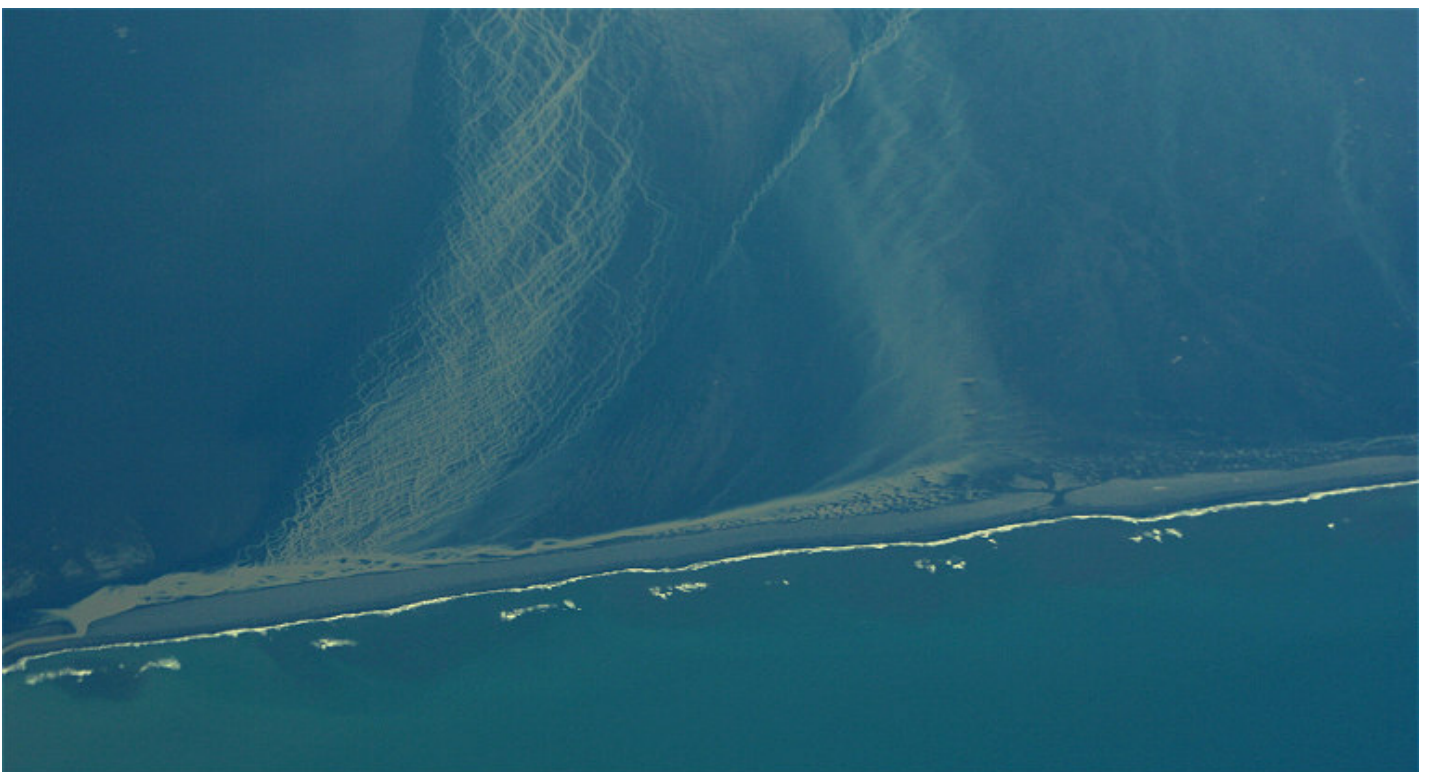
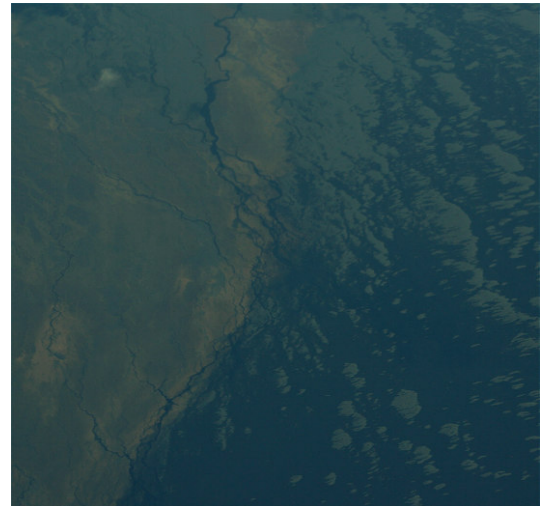
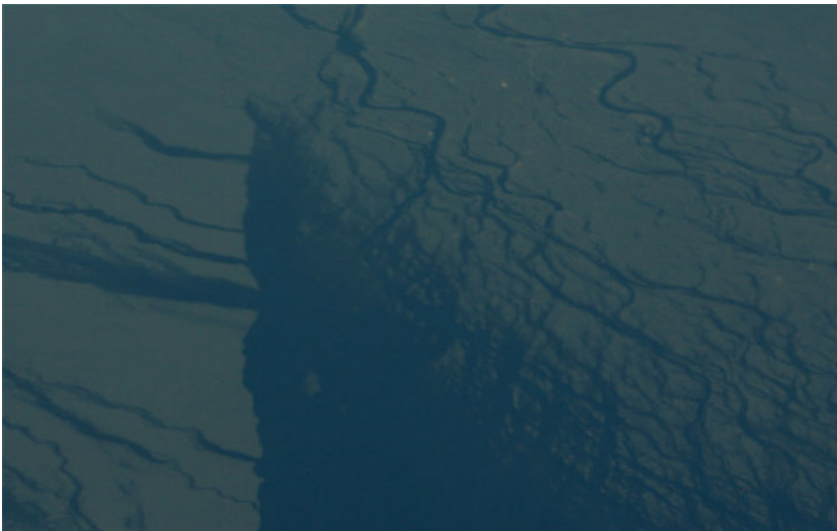
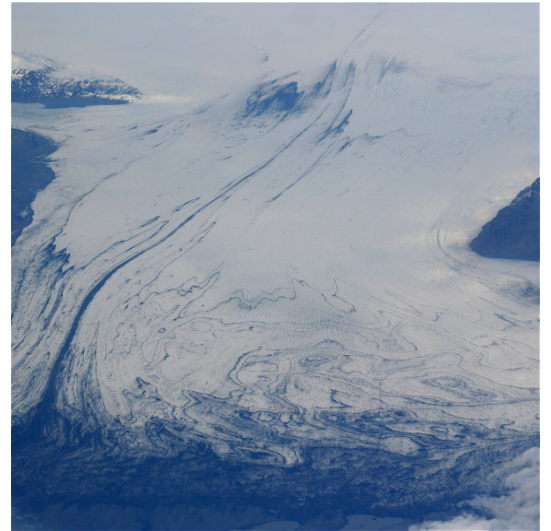
The current weather conditions are simply perfect and we can enjoy the mountainous landscape and the fjords of northern Iceland. Most of the mountains are still covered by snow and that makes a beautiful contrast with the blue water and the green and brown structures of the landscape. While I am looking outside the window I spot a fjord which I know very well – the Eyjafjörður. We are flying almost alongside the fjord towards the south and I am expecting to see the city of Akureyri at the southern end. Also the small and very narrow island which is called “Hrísey” is clearly visible and I remember the two times I passed it during my cruises. Also the bay nearby “Husavik” is easy to be spotted and which was the starting point of my unforgettable whale watching tour in 2009. There we were able to observe a blue whale and finally it dived under our boat to surface again very close in front of us. It was really spectacular to be that close to this huge animal and at the end we got to see the wide fluke. Iceland is simply beautiful, it doesn't matter if you see it out of a plane or from the ground.



The view of the landscape with the mountain formations and the different colours is awesome and we can see until far to the western coast with the deep blue ocean. At 5.08 pm we make the flyover above the second largest city of Iceland, Akureyri. This city is without any question worth visiting and I have been there already two times with the cruiseliner MS Albatros. From here we have already a great view of the Icelandic high mountains. While the meals are served maybe a lot of people don't notice this beautiful landscape but I am enjoying every second of the scenery. For me that has definitely a much higher priority than having a warm meal. I am enjoying the moments and take a lot of pictures of the mountainous landscape and its colours and details. At about 5.15 pm all passengers are getting again more excited because the current active volcano Eyjafjallajökull is getting visible to our right hand side – of course in some distance with its dark smoke clouds. Of course not every one can have a look outside to see it but luckily we also have the great pictures on the display. We are happy to get some images and we have in mind that this volcano almost prevented our flight. All are really excited to see this volcano live now which was mentioned in the news daily during the last weeks. We are flying now more towards the south and the character of the island is getting more and more volcanic. In addition to the glaciers and glacial lakes as well as mountainous structures we now can spot more and more lava fields. These show very interesting details and formations which make it easy to imagine how the lava has moved in the past. We also can see some rivers. At 5.21 pm we are passing a very interesting region with very steep scarps which border really nice valleys. Beside the elements of hot tempered power of nature in the background are still visible the snow-covered mountains and glaciers what makes a great contrast and simply shows, why Iceland is called "the island of fire and ice".



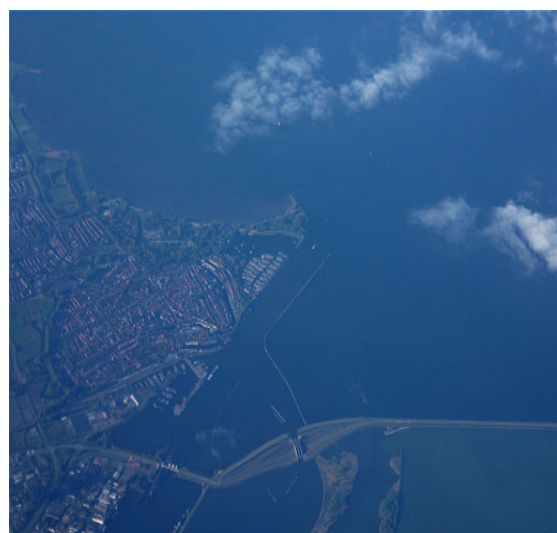
Only two minutes later (5.23 pm) we have another time again spectacular impressions while looking out of the window. We are reaching the southeastern coast of Iceland and the mountains here are extremely steep towards the beaches and the Atlantic Ocean. Of course also here we can still enjoy great volcanic structures as well as glaciers in the high mountains. The view is almost the same as when you open Googlemaps and you have a look at the satellite images, with the only difference that we are closer to these structures. Really impressive are the visible paths of the lava and rock avalanches. At 5.25 pm we have the last view of Iceland with the deep blue Atlantic Ocean and I am taking one last beautiful picture of this special island. Now we are finally heading back towards Germany. The meal is only lukewarm now but I am very happy that I took all these great pictures while enjoying the flyover of Iceland. Without any question I am very hungry now and I am looking forward to have my meal.





Return flight to Germany and the arrival at Dusseldorf

Iceland now left behind us and I am enjoying my dinner with the nice view of the deep blue Atlantic Ocean. We are reaching the coast of Scotland at about 6.22 pm and just 15 minutes later we are passing Aberdeen already to leave Scotland and its eastern coast. Even we are almost back at Dusseldorf all passengers are getting excited one more time while we fly over the North Sea. It is time for the prize game! We have the chance to win a ticket for the next flight to Svalbard and therefore we have to answer three questions correctly about the today's flight. Unfortunately I don't get a ticket even I answered all question correctly but this can't influence the good mood in any way because we had so great weather conditions and views. Only over Norway the conditions weren't great but I am sure I will have more possibilities to enjoy the Norwegian landscape from aerial perspective during my upcoming flights to Northern Norway. Especially Norway is anyway much more beautiful while experience it from the ground. At about 7.08 pm we all notice that the flight soon will come to its end because not far away from the coast of the Netherlands our aircraft is starting the descent. We use the remaining time to exchange contact information so that we are able to share also pictures with each other. My seatmate was simply great because we laughed often together, had so many interesting and positive conversations and we got on very well with each other by the first minute. Due to the fact that he's also a pilot, he did take a machine on that flight to record the route and flight information of the complete flight today. Kindly did he sent to me this information a few days after the flight so that I was able to create the graphics / charts for you. East of Amsterdam our aircraft sinks more and more and we are "disappearing" in the clouds at 7.33 pm.



The landing approach continues over Dorsten, Recklinghausen and also Bochum (7.39 pm) where our pilot first time uses the brake flaps. Our flight is ending now at exactly 7.42 pm on the landing strip of the Dusseldorf International Airport. With the arrival our flights ends after 11 hours and 42 minutes and we flew a distance of about 9,522 km.

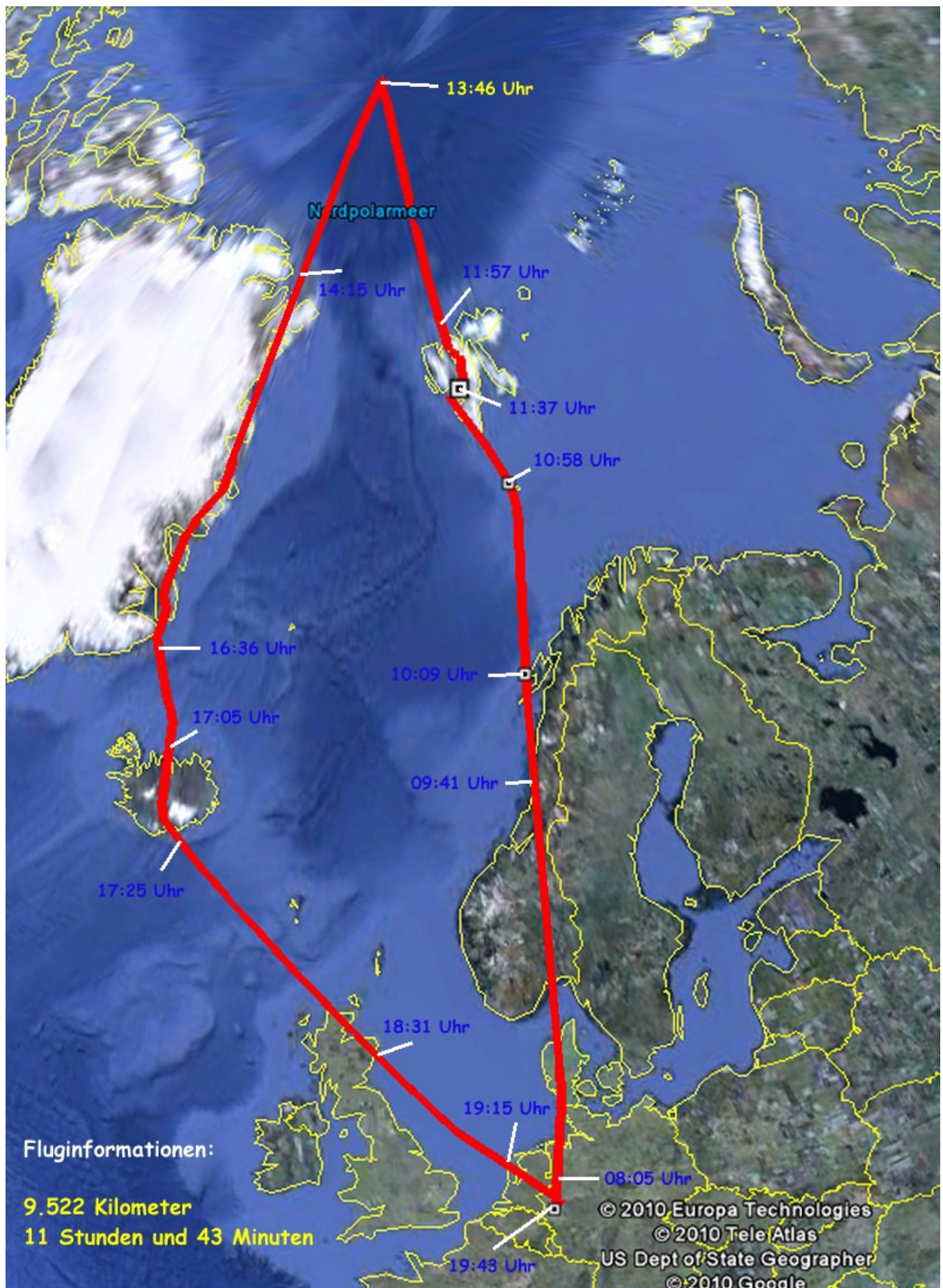


First of all the pilots, the courier and the cabin crew say goodbye to us and of course afterwards also the passengers say goodbye and thank you to them with a long and powerful applause. After this warm goodbye we are now leaving the aircraft with all that indescribable pictures and impressions of the wonderful Arctic and the thought, that I have visited the northernmost point of our planet Earth. In addition to that I made two times a "circumnavigation of the world" :D. At the end we also get a certificate which will remind us on that unique excursion by aircraft forever. But I am sure it is simply impossible to forget this adventure anyway. Today in the morning surely no one of the passengers thought to have this beautiful impressions of these remote regions. All in all this flight couldn't have been much better. After this great long distance flight, which was my first flight of that kind, I am arriving at the train station to catch the train towards Bergheim. I am arriving home at about 9 pm.



A simply magnificent "Arctic day" comes to an end and I am soooooo happy, that the only spent 438 € were so worthwhile. I hope you have enjoyed reading my travelogue with all my pictures of that great adventure.

Overview map of the flight path and times:



My certificate:



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ZERTIFIKAT

Frank Rinas

hat an Bord des airberlin Sonderfluges AB 1111
erfolgreich die Flugexpedition zum **nördlichsten Punkt der Erde** bestritten
und auf der Route von Düsseldorf über Norwegen, Spitzbergen
und die endlosen Eismassen des Nordpolarmeeres
den **geographischen Nordpol** auf der Position 90°N überflogen.

Bei der „kürzesten **Weltumrundung** der Fluggeschichte“ wurde der Nordpol
umkreist - alle 360 Längengrade der Erde wurden dabei durchquert.

Wir freuen uns, dies mit unserer Unterschrift zu bestätigen:

01.05.2010

Datum

Captain Wilhelm Heinz
Pilot in Command
Air Berlin PLC & Co. Luftverkehrs KG

Manuel Kliese
Managing Director
AirEvents Ltd.

www.polarflug.de

Many many thanks to:

AirEvents Limited / Deutsche Polarflug

→ *for the great organisation / implementation of that one-day-flight and the very good looking after the guests during the flight*

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→ *for the safe and comfortable flight and the absolutely pleasant care by the cabin crew*

→ *special thanks also to the pilots!*

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Important notice about the pictures I've used in that travelogue

Please note that the pictures that I used in this travelogue ALL pictures have been taken by myself and it's not allowed to use this pictures without asking me before and after getting my permission to that use of the pictures!

Further links / websites / contact

travels.frankrinias.com = ***My own travel website (more pictures, travelogues and more)***

frankrinias@outlook.de = ***Feel free to contact me for suggestions and feedback to my website or the travelogues. I will reply as soon as possible.***

I hope you've enjoyed to read that travelogue !

Best wishes, yours Frank