

**PROVISIONAL ITINERARY**  
**Sunday, 5<sup>th</sup> – Friday, 17<sup>th</sup> June, 2016**



Due to many requests we have no hesitation in repeating our incredibly successful tour of 2014.

Up to the late 'Noughties' the propliner population of Alaska was getting less and less, but over the past couple of years and so, numbers are beginning to increase. One reason is the rise in piston-powered freighters especially out of Palmer and Fairbanks.

Without doubt, there are sufficient numbers to make the long and expensive, journey worthwhile.

Our itinerary also includes the floatplanes and general aviation areas at Fairbanks International Airport, and, on and around Lake Hood in Anchorage - the world's largest floatplane base!

Also the 'smoke jumpers' and fire-bombers based at Palmer and the U.S. Army's Fort Wainwright.

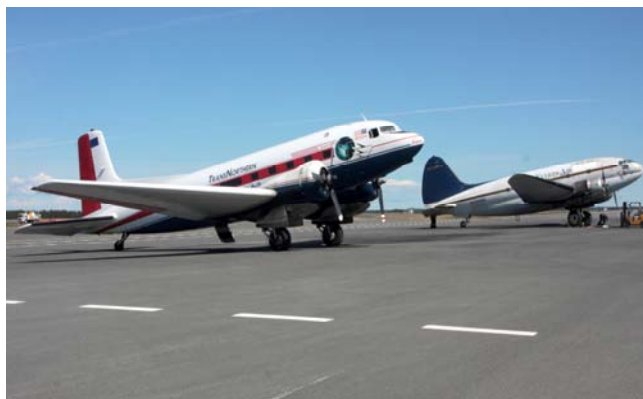
There is also Merrill Field, the large GA airfield in Anchorage, and although they cannot accept large groups like ours for security reasons, smaller parties or individuals are given a warm welcome and get access to most areas.

There is the opportunity to visit the aviation museums in Anchorage and Fairbanks.

All ramp tours are to be confirmed; however, in 2014 we received 100% co-operation from all the airports, companies and operators - not one visit was refused or cancelled! We were invited back 'anytime'.

For a detailed report of our 2014 tour please see the 2 excellent articles written by John Hume in the September and October 2014 issues of *Aviation News*. Or contact us and we will send you pdf versions.

Once again there is the opportunity to enjoy an optional flight in a true classic – and rare – propliner: on one of Trans Northern's beautiful Super Dak/C-117s to/from Kenai (*pictured right*); Everts Air Fuels usually operate a C-46 and a DC-6 from the airfield, as does Air Supply Alaska. Also, parked on the ramp are long-term residents, the C-118 and DC-6 of Universal. It's also a chance to see from the air some of the stunning scenery, especially if we take the route through the mountains. Please annotate your booking form if interested: prices to be advised summer 2015 based on only occupying the window seats so that everyone gets a great view!



If necessary, we will book a second flight so nobody misses out: this would take place on Wednesday, 15<sup>th</sup> June.



Another unique, optional flight not to be missed is to fly in a Beaver or Otter, and land on and take-off from a glacier high up in the mountains (*pictured left*): with time on the glacier, the trip lasts about 90 minutes – a truly unforgettable experience! Again, please annotate your booking form if interested.

We plan to fly on the scheduled services of Icelandair from London’s Heathrow Airport to Anchorage via Reykjavik: the journey time is unbelievably quick, compared to flying via a hub in the Continental USA. Please note that flight details for June 2016 will not be released until July 2015, therefore, the flight timings shown may change slightly.

We plan to stay each night in the hotels stated: room only in Anchorage, bed and breakfast in Wasilla and Fairbanks. Travel in-country is by chartered air-conditioned coach (see appropriate paragraph on page 1 of General Information); on Day 11 the transfer to Anchorage Airport is by the hotel’s shuttle service, at a time of your choosing. Accompanying the tour is one of Ian Allan’s Aviation Tour Managers: Robbie Shaw, ex-ATC Gatwick Airport and a well-know aviation photographer and propliner enthusiast.

The weather in June is likely to be warm and sunny – perhaps with snow on the mountains – as you can see in the photos!

It doesn’t get any cheaper to travel to and around the beautiful state of Alaska, but there is still time to see an excellent airliner, propliner and floatplane population before the numbers shrink too low.

## **PRELIMINARY ITINERARY (all times local and approximate)**

### **DAY 1: SUNDAY, 5<sup>th</sup> JUNE**

Between 10:00hrs. and 11:00 hrs. please check-in with Icelandair in Terminal 2 at London’s Heathrow Airport. Then meet Robbie Shaw, your Ian Allan Tour Manager, and fellow enthusiasts who will be gathering nearby the check-in area. We recommend you check in no later than 11:00hrs..

|                                |                |                |
|--------------------------------|----------------|----------------|
| ✈ Heathrow Airport, Terminal 2 | Flight: FI 451 | Departs: 13:00 |
| ✈ Reykjavik                    |                | Arrives: 15:00 |

On arrival in Reykjavik we follow the signs for Transit/Connecting Passengers and go directly to the departure lounge of our onward flight to Alaska.

|             |                |                |
|-------------|----------------|----------------|
| ✈ Reykjavik | Flight: FI 679 | Departs: 17:10 |
| ✈ Anchorage |                | Arrives: 16:20 |

Boarding our specially chartered coach we transfer to the fabulous The Lakefront Anchorage Hotel - formerly the Millennium Alaskan Hotel Anchorage Airport (*pictured right*); located 1 mile from the airport terminal, it’s right on the shore of Lake Hood - it even has its own floatplane dock! We stay 4 nights on a room only basis. The hotel’s facilities include wi-fi throughout, the Flying Machine restaurant, the Fancy Moose lounge bar and an outside terrace, all serving food and drink and looking out over the lake.



Website: [www.millenniumhotels.com/usa/millenniumanchorage/hotel-amenities/guest-services.html](http://www.millenniumhotels.com/usa/millenniumanchorage/hotel-amenities/guest-services.html)

This hotel is a popular place to stay for both commercial and private pilots, and our last group met some very interesting characters ranging from long-haul airline pilots to bush and floatplane pilots.

Located a short walk down the street is the famous “Gwennie’s Old Alaska Restaurant” and bar – very popular with the locals and all our previous groups. Open for breakfast, lunch and evening dinner serving Alaskan-sized meals! Website: [www.gwenniesrestaurant.com](http://www.gwenniesrestaurant.com)

Another option is a DH Beaver flight out into the Alaskan wilderness on a ‘Bear Watching Tour’: some enthusiasts on last year’s trip did this and said it was “awesome”! Several companies offer tours including Rusts: website: [www.flyrusts.com/bear-viewing/index.html](http://www.flyrusts.com/bear-viewing/index.html)



## DAY 2: MONDAY, 6<sup>th</sup> JUNE

A free day.

See the 20+ aircraft in the Alaskan Aviation Museum including a Catalina and a very rare 1931 Fairchild Pilgrim: we hope to offer an optional flight in the latter.

Wander amongst the hundreds of land and floatplanes around Lake Hood's GA airfield - and floatplane base, the largest in the world! Pictured right is just a small area of the lake, with Anchorage International Airport at the top and the airfield at the bottom.

In the airport terminal there is a café with excellent views looking out over the ramp and the west/east runway, and is OK for taking photographs. Walk, or use the hotel's courtesy shuttle service.



Optional sightseeing flights in various floatplanes, e.g. Beaver and Otter, are possible.

Or photograph the aircraft flying into and out of Anchorage Airport from "The Hill": it's a 45-minute walk, around the end of the runway from the hotel (or a \$10.00 taxi ride); and don't forget the large GA airfield at Merrill Field (by inexpensive taxi at your own expense).

## DAY 3: TUESDAY, 7<sup>th</sup> JUNE

At 09:00 hrs. we depart by coach for Anchorage International Airport where we have requested an airside tour this morning: transferring to an airport coach, this comprehensive tour usually lasts around 3 hours and includes the ramps used by all the various cargo operators like DHL, UPS, FedEx, Lynden, etc and time at the threshold of the active runway.

The rest of the day is spent at the airport, taking photographs from well known positions around the perimeter including the "The Hill"; like the wandering moose's, the local police are friendly and don't bite!

## DAY 4: WEDNESDAY, 8<sup>th</sup> JUNE

This morning we plan to charter one of Trans Northern's Super Dak/C-117's and fly to Kenai. Their ramp is a 10-minutes walk from the hotel. Departing Anchorage Airport at 09:30 hrs. we will spend around 2 hours on the ground at Kenai photographing the resident, and visiting, propliners: these include Everts Air Fuel's C-46 and a DC-6 which shuttle fuel all day. Stored here is a C-118A and a DC-6A.

We will provide an approximate cost of this optional flight and visit later this year. It will be based on filling half of the 19 seats so that everyone has a window seat from which to take their photographs: please annotate your booking form if you are interested.

Arriving back in Anchorage mid-afternoon the rest of the day free.

Alternatively, if you elect not to go to Kenai, the day is yours to enjoy as you wish.

## DAY 5: THURSDAY, 9<sup>th</sup> JUNE

At 08:30 hrs. we depart for Palmer, less than an hour's drive north of Anchorage, and its small airport: home of Alaska Air Fuel and Bush Air Cargo operating DC-4s and DC-3s respectively; also here are 2 C-119s, one of which is operational. Palmer is also a base for 2 fire-bombers during the summer.

At least 2 more DC-4s have now taken up residence here, with maybe more by the time we arrive.

This photo was taken during a drive around the ramp atop a 60-foot fork-lift! Not visible are several DC-3s and 2 Canadian Convair fire-bombers of "Con Air".



The remainder of the day and tomorrow morning is spent visiting the airfields of Wolf Lake (with long term resident C-123 Provider), Big Lake, Anderson Lake, Willow and Wasilla (Super DC-3 and HU-16).



Early evening we arrive in the small town of Wasilla, staying overnight at the Best Western-Lake Lucille on a bed and breakfast basis, with its superb views looking out over the lake to the distant mountains. As the restaurant is not open in the evening (only the bar), we will take the coach and have our evening meal at a local restaurant. Website: [www.bestwesternlakelucillein.com](http://www.bestwesternlakelucillein.com)

### DAY 6: FRIDAY, 10<sup>th</sup> JUNE

Leaving the hotel at 08:30 hrs. we start the day with a short visit to the Museum of Alaska Transportation and Industry who will very kindly open up early for us to see their small, but interesting collection of aircraft. Website: [www.museumofalaska.org/](http://www.museumofalaska.org/)

We then visit those airfields that we didn't do yesterday afternoon.



Driving north on the road to Fairbanks, we arrive at the airfield at Talkeetna. From this very busy airfield there is the possibility of optional sightseeing flights with a glacier landing and take off, plus time on the glacier. You have the choice of flying in a DH Beaver or Otter! Interested? Then please annotate your booking form accordingly.

Early evening we arrive in Fairbanks, and check in to the very comfortable Pikes Landing Hotel, located on Airport Way and a 10-minutes walk to the airport. We stay 4 nights on a bed and breakfast basis. Its facilities include a fabulous restaurant and bar (overlooking the River Chena) and free

Wi-Fi. Website: [www.pikeslodge.com/amenities.html?gclid=COPcudmwqsMCFdMatAodnBAAcg](http://www.pikeslodge.com/amenities.html?gclid=COPcudmwqsMCFdMatAodnBAAcg)

### DAY 7: SATURDAY, 11<sup>th</sup> JUNE

At 09:00 hrs. we start our day at Fairbanks Airport with an air-side tour - in 2014 we were joined on our coach by the Duty Operations Officer and got to go everywhere.

After going to see the DC-6 in the fire dump we continue to the other side of the airport, and with the approval of the airport authorities, we walk around the floatplane base and GA ramp. Any propliner action will not be missed as aircraft using the runway are still within photographic range.

### DAY 8: SUNDAY, 12<sup>th</sup> JUNE

At 09:00 hrs. we depart for the nearby Chena Marina, home to both land-based aircraft and floatplanes. We then visit the aircraft collection in Pioneer Park.

Arriving back at the hotel around midday, the rest of the day is free to enjoy as you wish.

### DAY 9: MONDAY, 13<sup>th</sup> JUNE

This morning we leave the hotel at 09:00 hrs. and drive along the Old Steese Highway to a point about 10 miles northeast of Fairbanks, and stop by the former Everts DC-6A parked along a small lane.

We then hope to be given, like last year, a fascinating tour of the Alaskan Fire Service's Smokejumpers unit and air tanker base on Fort Wainwright army base; we photograph the Aero Commanders, CL-215s, Convair 580s, CASA 212s and Dornier 228s (*as pictured*).



Returning to Fairbanks Airport we then call in at the various operators including Everts Air Cargo, Everts Air Fuels (*pictured left*), the collection of aircraft stored/withdrawn from use - including 2 DC-6s of Northern Air Cargo - and Brooks Fuels who ceased operations back in 2011 but his aircraft are still parked on his ramp - including a DC-7 - (and like last year we hope to meet Roger).

Permissions for ALL visits on this tour will be confirmed prior to departing London.

## DAY 10: TUESDAY, 14<sup>th</sup> JUNE

We start our journey back down the Alaskan Highway to Anchorage at 08:30 hrs., stopping briefly at Nenana airfield to see Brooks Fuel's C-54, which crashed nearby in 2007.

Another stop will be made at Healy from where Turbo Otters were flying out in 2014; plus any of the airfields we did not manage to visit in the Palmer/Wasilla area on our journey north on Days 5 and 6.

Late afternoon we arrive back at The Lakefront Anchorage Hotel near Anchorage Airport for 2 more nights, on a room only basis.

## DAY 11: WEDNESDAY, 15<sup>th</sup> JUNE

A free day to enjoy as you wish.

If we receive more 'bookings' than seats for the first optional Super Dak flight to Kenai we will offer a second flight today.

Trans Northern has 2 different, flying Super Dak/C-117s (*pictured right*) and like we did last year, we will ask them to allocate their 'second' aircraft today. For those members of the group wishing to go on both charters, priority will be given to those members of the group who were not able to fly on the first charter.



## DAY 12: THURSDAY, 16<sup>th</sup> JUNE

This morning you are free to enjoy as you like.

Latest check-out time at the hotel is 11:00 hrs., therefore, at a time of your choice during the morning, use the hotel's airport shuttle service to transfer to the airport and check-in with Icelandair for the flight back to London via Reykjavik. In the terminal there is good café from where you can look out over the ramp and east/west runway for logging and photographs. Latest check-in time is 13:20.

✈ Anchorage Flight: FI 678 Departs: 15:20

## DAY 13: FRIDAY, 17<sup>th</sup> JUNE

✈ Reykjavik Arrives: 06:20

Following the signs for Connecting Flights, we go to the departure gate of our onward flight to Heathrow.

✈ Reykjavik Flight: FI 450 Departs: 07:40

✈ Heathrow Airport, Terminal 2 Arrives: 11:45

Whilst waiting for our luggage in Baggage Reclaim we take the opportunity to bid each other farewell – until we meet again.

| PRICE PER PERSON | TOUR: 227601  |
|------------------|---|
| From: £ 2,725.00 | Based on sharing a twin bedded room on a bed and breakfast basis                                  |
| £ 839.00         | Single room supplement  |
| On request       | Land only: does NOT include any flights (please speak with one of our consultants before booking) |

### **TOUR PRICE INCLUDES**

- Flights on the scheduled services of Icelandair from London's Heathrow Airport
- UK, Icelandic and US Airport Taxes & UK Passenger Service Charge
- All transfers by air-conditioned charter coach or hotel shuttle service, as stated
- 11-night's hotel accommodation in rooms with private facilities
- Breakfast each morning in Wasilla and Fairbanks only
- Admission to the Alaskan Museum of Transportation and Industry
- Admission to the Alaskan Aviation Museum in Anchorage
- Services of an Ian Allan Tour Manager
- Coach drivers gratuity

### **NOT INCLUDED**

- Optional flight in a Trans Northern Super Dak/C-117 to/from Kenai, and ramp access
- Optional glacier flight from Talkeetna
- Meals, except as stated above
- Travel insurance (for UK resident only) – see General Information
- Visas: not required by UK Passport holders when entering the USA under the visa waiver scheme – see General Information for details
- Personal expenditure, e.g. telephone calls, laundry, drinks, etc.
- Tips and gratuities

\* \* \*

**Payment for Ian Allan Aviation Tours**

A deposit of £500.00 per person should accompany your Booking Form, with the balance due 10 weeks prior to the tour's departure. Please see your Booking Confirmation/Invoice for the exact date. Please note that a reminder of the payment date will not be sent.

**Tours Affected by World Events or Unforeseen/ Unplanned Circumstances**

In an ever-changing world, events may occur immediately before or during a tour that result in cancellations or changes to the tour itinerary. For example, an increase in security may result in an approved visit being cancelled by the host, etc..

Ian Allan Travel Ltd cannot be held responsible for the tour being cancelled, or affected, due to world events or circumstances beyond our control.

**Coach Travel**

Ian Allan Aviation Tours only use coaches chartered from reputable companies, with a driver. Where we have had to cancel a tour, due to the small number of bookings, we have looked at the possibility of renting a 16-18 seater mini-van, with our tour manager driving. However, without exception, the hiring of such a vehicle is illegal if any of the occupants make any payment towards the rental price, fuel and/or other expenses - known as "for hire or reward". Any such rental, made without these facts being made known to the rental company at the time of booking, also invalidates all insurance covering the vehicle, contents and persons. The DVLA has also confirmed that any "for hire or reward" rental could breach the normal driving classification of a standard UK driver's license. Therefore, we do not undertake any tours using 9-18 seater mini-vans from a rental company; either with our tour manager, or a member of the group, driving.

**Foreign & Commonwealth Office (FCO) Consular Advice**

The FCO's consular service is a major operation. Every hour of every day consular staff around the world are advising and helping British nationals. We suggest you visit [www.fco.gov.uk/knowbeforeyougo](http://www.fco.gov.uk/knowbeforeyougo) for up-to-date passport, visa and security information on the destination you intend visiting.

In addition, the Association of British Travel Agents (ABTA) provide an Information Line for UK callers only, telephone: 020 3117 0599. This line is open between the hours 10:00 – 16:00, Monday to Friday (excluding bank holidays).

**Passports**

Citizens of the UK are required to be in possession of a Full UK Passport which must be valid for at least 6 months from the date of your return to the UK. As was introduced in October 2004, all travellers to the USA under the Visa Waiver Scheme must be in possession of a machine-readable passport.

Non-UK citizens should contact the US Embassy in their country of residence for specific information and instructions.

**Visas - IMPORTANT – MANDATORY REGULATIONS FOR ENTRY TO THE USA - Electronic System for Travel Authorisation (ESTA)**

Anyone seeking entry to the USA must have an "Electronic System for Travel Authorisation (ESTA)", which was introduced by the US government in January 2010 for all persons flying into the United States under the Visa Waiver Scheme. This includes all UK passport holders.

This means that all travellers are required to apply for authorisation to travel under the scheme before arriving at their departure airport. The changes affect all passport holders from 34 countries currently participating in the Visa Waiver Scheme (includes the UK).

You must apply prior to departing on this tour. You can only apply online at <https://esta.cbp.dhs.gov> From September 2010 a charge of £14.00 was introduced for all new ESTA applications. If you apply on the above website there are NO OTHER CHARGES WHATSOEVER for this service - but be warned, there are several unofficial websites that offer you this service but will charge a much higher amount.

The application process will take approximately 15 minutes and authorisation is normally granted immediately but may take up to 72 hours. We recommend that you apply for authorisation at the time of booking your place on our tour - or at very latest 72 hours before the tour departs, to ensure you are able to travel.

If your application for an ESTA is unsuccessful you must apply for a US visa from the US Embassy in London.

Once granted, your ESTA is valid for two years, during which time you need not re-apply however you are required to up-date your ESTA each time you visit the USA. After 2 years you will have to apply for another ESTA.

We have heard of instances where an ESTA has been cancelled by the US authorities without prior warning or notification to the holder! Therefore, we recommend you check your ESTA when planning your travel to the USA.

We also strongly recommend that you keep a photocopy of the ESTA with your passport.

For more information, please go to <https://esta.cbp.dhs.gov>, or [www.visitusa.org.uk](http://www.visitusa.org.uk)

The responsibility for acquiring an ESTA lies with each individual (and not Ian Allan Travel). If you arrive at check-in without an ESTA (or a US Visa if you were refused an ESTA), you will not be allowed to travel to the USA. No refund of the tour price whatsoever will be possible from Ian Allan Travel. It is also extremely unlikely that any travel insurance company would agree any subsequent claim therefore it is important that you act upon this information NOW.

#### **Examination of Flight Bookings by US Authorities – APIS Information**

All airlines flying to the United States are obliged to provide information about US-bound passengers, under an agreement reached between the United States and the European Commission on the 18th February 2003.

Under the agreement, as of 5th March 2003, US customs officials have discretionary power to examine passenger booking information held on computer reservation systems relating to flights beginning, ending, or stopping over in the United States. The European Commission has received guarantees from the United States that this information will be used appropriately.

This requirement, based on the US Air Safety and Transportation law of November 2001, is intended to increase air safety and is in addition to the information supplied when applying for your ESTA (see above paragraph).

In addition, since November 2010, the USA has introduced 'Secure Flight Passenger Data', a programme operated by The Transportation Security Administration's (TSA). This is a behind-the-scenes watch list matching program and fulfils a key recommendation of the 9/11 Commission by assuming responsibility of watch list matching from individual airlines. By establishing a consistent watch list matching system, Secure Flight enhances aviation security and more effectively facilitates air travel for passengers. The data captured is the same as APIS but MUST be provided to the airline no later than 72-hours prior to departure or for bookings made within this time period, at the time of booking. We will provide the airlines with this information, but it is imperative that the information you provide to us by way of the Booking Form is correct.

The information we provide the authorities will also include the full postal address of where each passenger will stay on their first night.

#### **Inspection of Luggage by US Transport Security Administration**

Items of luggage going into the hold of the aircraft may be opened by US Transport Security Administration (TSA) officials without you being present. In some instances locked suitcases have been forced open, their contents checked, and then re-sealed with tape and a note left inside by the TSA. Most airlines and insurance companies insist that your unaccompanied luggage be locked at all times; the TSA prefer they are left unlocked! The only advice we (and ABTA) can give at this time is that it is your choice whether you leave your suitcases locked or unlocked. You may wish to consult your travel insurance company before making a decision. Or you may purchase a "TSA Approved Lock", available at various local retail shops (and airports); these locks can be opened by the TSA, thereby, avoiding damage to your luggage.



## **Baggage Regulations – Icelandair - Departing London's Heathrow Airport**

**Checked Baggage:** Icelandair will transport 2 pieces of 'checked' baggage per person free of charge, the total dimensions of which must not exceed 62ins (158cms) including the handle, pockets and wheels. Maximum weight per piece is 50lbs (23kgs).

**Cabin Baggage:** you may take 1 carry-on bag (and 1 personal item). Your main piece of hand baggage can be up to the dimensions of 45ins (115cms). You must be able to lift the bag into the overhead locker unaided. Carry-on baggage must be able to be stowed under your seat or in an overhead locker. Maximum weight allowed is 22lbs (10kgs).

Limited quantities of liquids are allowed as hand baggage but must be carried separately through security in a clear plastic, zip-top or re-sealable bag that does not exceed 8ins x 8 ins (20cms x 20cms) or quart size. Individual containers must not exceed 90ml or 3 American ounces, and items must fit in the bag comfortably and the bag must be completely closed. The bag can only contain: Shampoo, suntan lotions, creams, toothpaste, hair gel and hair spray, perfumes, cosmetics such as mascara and lip gloss, water and other drinks, soups and syrups and other items of a similar consistency.

Hand baggage can include: Electronic equipment including mobile phones, digital cameras and MP3 players (such as i-Pods). Laptops must be removed from the bag for x-ray. Prescription medicines in liquid form, e.g. diabetic kit.

At security all remaining items should be placed in the tray provided for screening, e.g. car keys and fobs, cash, solid food, books, newspapers, cigarettes and tobacco, belts and shoes. Pushchairs and walking aids are permitted but must be x-ray screened. All wheelchairs will be subject to search. Please note, you may be subject to a hand search by the security team and required to remove footwear to be x-ray screened.

Once in the departure lounge passengers may purchase certain items in any shop and take it onto the aircraft as normal. Passengers may be subject to a secondary search at the departure gate before boarding. Any items not on the approved list will be removed.

As baggage regulations can change with little warning, due to security requirements, you are strongly advised to contact the airline for the latest information nearer to the time of your departure.

## **Meals**

Meals are not normally included in the price of our tours unless they are included within the room rate as we realise that not everyone wants three meals a day, especially in the USA where dinner tends to be quite large. Also, hotel meals can be expensive and we have found it is better to allow each person to decide for themselves. This tour includes American continental breakfast in Wasilla and Fairbanks only.

In-flight meals when included within the cost of the air ticket form part of the tour price, however some airlines (primarily European carriers) now only serve refreshments for which they charge accordingly.

## **Health Requirements**

There are currently no known mandatory or recommended precautions required for travel to Iceland or Alaska. However, we strongly recommend that you consult your local doctor or health centre for the latest information.

## **Climate and Dress**

The weather should be warm and sunny during our visit with daytime temperatures ranging during a 24-hour period from the low 60<sup>o</sup>sF to low 80<sup>o</sup>sF; evenings are cooler. We recommend you take items of summer clothing and a jacket.

## **Travel Insurance**

For citizens of the United Kingdom only, Ian Allan Travel Ltd can provide competitive and comprehensive insurance cover for the duration of your tour. However, if you do not wish to take out our insurance, you must ensure that comparable or greater cover is taken. The number of your Insurance Policy should be written, if known, on your Booking Form at the time of making the reservation, but no later than the date when final payment is due. A copy of the policy must be forwarded to Ian Allan Travel Ltd.

Individual insurance policies are arranged through CoverMore Insurance Services Limited; the premiums for which will vary according to your circumstances. Full details are available on request.

The Policies for the USA also include cover for non-scheduled flights, i.e. pleasure flights, where the aircraft is licensed and insured to undertake such flights, and where a payment is made.

### **Wheelchair Assistance at Airports**

Anyone requiring wheelchair assistance at airports must have this service requested and confirmed in advance. Airlines and/or airports can no longer provide this service without prior confirmation, therefore, please annotate your booking form accordingly.

### **Flexible Itinerary**

We are very happy for enthusiasts to take time away from the printed itinerary to pursue their own interests during multi-day stays in the same place, so long as they inform the Tour Manager. It will be the individual's responsibility to ensure that they re-join the group in the hotel at the stated time on the day of departure.

### **Land Only Price**

For enthusiasts who would prefer to join the tour in Anchorage (instead of flying from the UK with the main group), we can offer you a 'Land Only' price. This price will not include any flights whatsoever, and you are strongly advised to contact us before making your own flight arrangements in the event that there has been a change to the published itinerary. This is particularly relevant where travel on specific domestic flights forms part of the tour itinerary.

Please note that the 'Land Only' price is based on you meeting the tour at The Lakefront Anchorage Hotel and does not include either arrival or departure airport transfers. The hotel does operate a complimentary shuttle service from/to the airport. However, should your arrival/departure coincide with that of the group, a seat will be offered if available for a supplement of £20.00 (£10.00 each way).

### **Flight Timings & Connecting Travel Arrangements to Departure Airport**

All flight departure and arrival times are correct at the time of preparing each itinerary, however, airlines change times with little or no prior warning. In practice such changes are only a few minutes either way and the final itinerary will show the actual times. Clients making their own arrangements to get to the departure airport by air, rail, coach etc., should bare the above in mind if purchasing non-refundable or non-changeable tickets. Ian Allan Travel cannot be held responsible for any changes to flight times, and any privately arranged travel tickets to the airport becoming invalid.

### **Pre-departure**

For connecting flights from UK regional airports please call Ian Allan Travel on 01932 255625 for the latest special offers.

**Airport Hotel and/ or Car Parking** - we can offer special rates for the above at most UK airports, please ask for details.

**"Purple" Meet & Greet Car Parking – Heathrow Airport:** from your home or overnight hotel, simply follow the signs for the Terminal 2 Short Stay car park and proceed to the Valet Parking Reception (exact directions will be included with your booking confirmation). Hand your car and key over to the Purple Parking staff who will park your vehicle for you at a car park at the airport. On your return your car will be waiting for you (where you left your vehicle on arrival). Simple and very convenient. Recommended by our Tour Managers – please call for details.

### **Pleasure Flights – Disclaimer**

Should you decide to undertake any pleasure/sightseeing flights which have not been offered or sanctioned by us, Ian Allan Travel Ltd will not be held liable for any injuries or death resulting thereon.

\* \* \*