



Crossing the Atlantic in a Mooney M20J

Or How is this for Customer Loyalty to Weep No More!

By Philippe Ruby

A North Atlantic flight...again!!! Yes, I think we all agree that crossing the Atlantic in a single engine piston aircraft does not make a Lindbergh out of you anymore. However it is still challenging and requires lots of preparation. I hope this report will help.

Today is June 2nd. We are 3 brave men ready to go. The aircraft is a 1980 Mooney M20J in pristine condition. I acquired that aircraft at the end of 2008, and had it nicely refurbished at the Mooney factory in Kerrville in 2010. Now I have the opportunity to cross the pond one more time.

Most Mooney owners have some sort of quest for speed and efficiency. I am no different, and scrolling through the Mooney mods, I believe the Monroy long range fuel tanks are, by far, the best improvement one can make to a Mooney. In Europe the price and availability of AVGAS, as well as Landing fees, can vary dramatically from one country to the other. The Monroy STC is, in that respect, one of the best options to address these problems.

What is the relationship between the transatlantic flight and the Monroy tanks? Well...when you have a look at the kit, you quickly understand that it needs serious expertise to achieve a correct installation. In other words, the biggest threat from a poor installation is a fuel leak, which should not be part of the equation when you install long range fuel tanks!

There are some maintenance stations in Europe capable of performing the work, but let's face it, the real know how is in the US. Paul Beck, at Weep No More in Minnesota, is probably one of the most knowledgeable people when it comes to preventing or repairing fuel leaks.

Is it worth a round trip to the US from France, with all the additional costs involved? Yes! Every minute of it. My intention is not to do a lengthy report describing the weather and the scenery along the route, but rather focus on numbers to help you estimate the cost of such a trip.



Leg #1: LFPT, Pontoise (Paris) to EGPC, [Wick \(Scotland\)](#)

COST: \$986.63

Flight Rules: IFR.

Route distance: 619 NM – Actual flight time: 4h 21min.

Fuel Consumption: 39.6 US Gallons at 9.1 US Gallons/ hr

Fuel cost: \$460.00 - \$11.62 per US Gallon.

Landing and parking fees: \$36.63, (1 night stop)

FBO: Far North Aviation – Contact: Andrew Bruce.

The stop in Wick is necessary unless you have your own “very expensive” survival equipment. Andrew will be more than happy to rent you the polar survival kit which is mandatory when crossing the Atlantic. It is made up of:

- Survival Suit: \$86.00
- Life Raft: \$232.00
- Portable ELT: \$172.00

Andrew has established a clever partnership with Irving in Goose Bay, where you drop the equipment as you enter Canada. It is good to know that Wick is a port of entry. Andrew will take care of the customs and make great arrangements for Wick accommodations.

Leg #2: EGPC, Wick (Scotland) to BIRK, [Reykjavik \(Iceland\)](#)

COST: \$994.78

Flight Rules: VFR.

Route distance: 652 NM – Actual flight time: 4h 30min.

Fuel Consumption: 39.6 US Gallons at 8.8 US Gallons/ hr

Fuel cost: \$435.00 at \$10.98 per US Gallon.

Landing and parking fees: \$76.45 (1 night stop).

Handling fee: \$196.61.

Customs fee: \$286.72 (2 pilots – 1 passenger).

FBO: BIRK Flight Services.



The choice of flying VFR or IFR goes with the weather of the day. The IFR route will take you above high ground and the altitude (above FL090) could make things difficult if you encounter ice. Flying VFR, you

have the option to remain over the sea all the way to the destination, giving you a bit more flexibility in an icing environment.

Flying above Iceland is a breath taking experience. Reykjavik is a great city to visit and if I had a bit more time, I would have loved to have spent more time there.

Leg #3: BIRK, Reykjavik (Iceland) to BGBW, Narsarsuaq (Greenland)

COST: \$892.72

Flight Rules: VFR (Max altitude is FL055 over the sea) – IFR only if HF radio equipped.

Route distance: 672 NM – Actual flight time: 4h 49min.

Fuel Consumption: 42.5 US Gallons at 8.8 US Gallons/ hr

Fuel cost: \$720.34 - \$16.95 per US Gallon.

Landing and parking fees: \$44.28 (2 hr stop).

Handling fee: \$128.10.

As mentioned, if you are not HF radio equipped, the only option is to fly VFR or fly a more northerly route that goes via Kangerlussag (BGSF).

Greenland is all high ground, with a MSA at FL130. In VMC, flying at 8500', coming from BIRK is "fine". The approach in [Narsarsuaq](#) is absolutely beautiful, but the same thing in IMC could be an absolute nightmare.

Note: Should the weather deteriorate as you reach Narsarsuaq, you have the option to fill in IFR with Sondrestrom FIR or Narsarsuaq ATC, (At that stage you will be in VHF range). In this case, I can only recommend that you have a thorough look at the Jeppesen charts before you intend to land there.

In Greenland, there are very few alternate airports.



Leg #4: BGBW, Narsarsuaq (Greenland) to CYR, Goose Bay (Labrador, Canada)

COST: \$652.97

Flight Rules: VFR (Max FL055 over the sea) – IFR is allowed if you are HF equipped.

Route distance: 675 NM – Actual flight time: 5h 44min

Fuel Consumption: 48.3 US Gallons at 8.4 US Gallons/ hr.

Fuel cost: \$512.06 – \$10.60 per US Gallon

Landing and parking fees: \$61.45 (1 night stop)

Handling fee: \$79.46

FBO's:

- IRVING to drop the survival equipment
- WOODWARD AVIATION SERVICES if you need Avgas

Not much to say about Goose Bay. It is the Port of entry when you arrive from Narsarsuaq. Same as before, you will have to fly VFR on that route if you are not HF equipped. Should the weather deteriorate, you can file IFR when you are within VHF radio range.



Leg #5: CYR, Goose Bay (Labrador, Canada) to CYMT, Chibougameau (Quebec, Canada)

COST: \$183.70

Flight Rules: VFR .

Route distance: 579 NM – Actual flight time: 4h 23min.

Fuel Consumption: 40.1 US Gallons at 9.1 US Gallons/ hr

Fuel cost: \$183.70 (partial refill: 21.24 US Gallon) - \$8.65 per US Gallon.

Leg #6: CYMT, Chibougameau (Quebec, Canada) to CYAM, Sault Ste Marie (Ontario, Canada)

COST: NONE

Flight Rules: VFR

Route distance: 450 NM – Actual flight time: 2h 59min

Fuel Consumption: 28.3 US Gallons at 9.5 US Gallons/hr

Leg #7: CYAM, Chibougameau (Quebec, Canada) to KANJ, Sault Ste Marie (Michigan) -

COST: \$198.80

Flight Rules: VFR

Route distance: 6 NM – Actual flight time: 6min.

Fuel Consumption: 1.6 US Gallons

Fuel cost: \$198.80 (partial refill: 30.12 US Gallon) at \$6.60 / US Gallon

That is probably one of my shortest flights ever, between 2 different airports. KANJ is a port of entry for the USA. I want to remind you that at that stage, all non-N-registered aircraft need to complete a TSA/FAA waiver prior to entering US airspace. On top of that, it is a requirement that all aircraft entering or departing the US, need to fill in eAPIS form.

Leg #8: KANJ, Sault Ste Marie (Michigan) to KAHH, Amery Municipal (Wisconsin)

COST: NONE

Flight Rules: VFR.

Route distance: 343 NM – Actual flight time: 2h 50min.

Fuel Consumption: 29.6 US Gallons at 10.4 US Gallons/ hr

Leg #9: KAHH, Amery Municipal (Wisconsin) to KBDH, Willmar Municipal (Minnesota)

COST: \$350.49

Flight Rules: VFR.

Route distance: 117 NM – Actual flight time: 50min.

Fuel Consumption: 7.9 US Gallons at 9.5 US Gallons/ hr

Fuel cost: \$350.49 (Full refill: 56.53 US Gallon) at \$6.20 per US Gallon.

Here I am in Willmar, home of [Weep No More](#) and [Willmar Air Service](#). For me, it is a great combination. While Paul installs the Monroy Long Range Tanks and checks for fuel leaks, Brian, at Willmar Air Service (authorized Mooney Service Center) will carry out a thorough 50 hour inspection. It is now time for me to catch an airline and fly back to Paris.

I want to take this opportunity to thank both Paul and Brian for organizing my transfer back to Minneapolis International Airport.

IN SUMMARY: LFPT to KBDH (1980 Mooney M20J)

Flight time:	30h 32min.
Route distance:	4,113 NM
Average Speed:	134.7 Kts
Fuel Consumption:	277.5 US Gallons – Average Fuel Consumption: 9.09 US Gallon/ hr
Fuel cost:	\$2,860.39 – Average Fuel Price: \$10.31 per US Gallon
Additional costs:	\$1,399.70