

## **ML.73.BACK WHEN NAVIGATORS NAVIGATED**

Youngsters today might not believe it when we talk about navigating over the Pole with only celestial. No ground speed read out, no Doppler, no nothing. Dead reckoning and three star-fixes every twenty or thirty minutes, and hope for a good fix so as not to fly over Banana Island (Novaya Zemla) with no radar delineation between the island and the ice. That's the way it was.

- *Reg Urschler*

Regarding those times and navigation, every time I talk to the younger generations about that, I say we by gawd navigated. Over oceans, in polar regions using grid (what the hell is that?) It was exactly as Reg describes it.

We had to maintain a 10-mile corridor while in the sensitive area, and stay more than 30 miles away from the bad guys' territory. Challenges were many, and I have several memorable stories about some of those flights, and the nav challenges. If they are not on Memory Lane, mayhap I'll get to them one of these days. The job satisfaction was always there, I'm confident Reg would agree.

- *The Maxigator*

Max, one question about grid. I vaguely remember Dad saying that each gyrocompass had a slightly different rate of mechanical precession and that was taken into account while operating in grid. It was only after I started flying that I came to fully appreciate what you guys did.

I had Pop in my 767 jump-seat crossing the pond. I don't think he was too impressed as we just punched numbers into the FMS computer to adjust our arrival time at our coast.

- *Tom Dawes*