ᐅᑭᐅᖅᑕᒧᒥ ᐊᓐᓇᐅᒪᓇᓱᓐᓂᒥᒃ ᐃᓕᓴᖅᑕᐅᓂᖅ ᐃᓄᑦᑎᑐᐊᕐᒐᔪᒥᒃ

ᐹᑉ ᒥᐊᓯ ᐊᓪᓚᑕᕐᒥᑦ

Arctic Survival Training the Inuit Way

By Bob Mesher

SAMMY KUDLUK

ᐊᒥᓲᖏᑐᐊᐲᑦ ᐃᓄᑐᐃᓐᓇᐅᖏᑦᑐᑦ ᓇᒻᒥᓂᖅ ᐃᓪᓗᓕᓭᒥᓂᒃ ᓯᓂᑦᑕᕕᖃᓚᐅᖅᓯᒪᕗᑦ, ᑭᓯᐊᓂ ᐃᓄᐃᑦ ᖃᖓᑦᑕᔫᖏᑦᑕ ᐅᓯᒃᑕᑎᖓᑦ Patrick Quesnel/ᐹᑦᓇᒃ ᑭᓂᐊᓪ ᑌᒣᑦᓯᒪᔪᖅ. ᖃᖓᑦᑕᔫᖅᑎᐅᔪᖅ ᐅᑭᐅᖅᑕᒧᒥᓗ ᖃᖓᑦᑕᔫᖅᐸᔪᒪᑦᓯᓂ, ᐃᓕᓴᕈᒪᓯᓚᐅᔪᖅ ᒫᑦᔨᐅᓚᐅᖅᑐᒥ ᖃᖓᑦᑕᔫᖅᑎᖏᑦᑕ ᐃᓄᐃᑦ ᖃᖓᑦᑕᔫᖏᑦ ᐃᓕᓴᖅᐸᑕᖓᓂ ᐊᕐᕋᒍᓂ ᐱᖓᓲᓕᖅᑐᓂ. ᓄᓇᕕᒻᒦᒥᐅᑦᓯᐊᓯᓂᓗ.

“ᑕᑭᓂᖃᕋᒪ ᐱᖓᓲᔪᖅᑐᑦ ᐃᓕᒉᑦ ᐅᖓᑖᓄᑦ, ᐃᓪᓗᓕᓴᖃ ᐱᖓᓲᔪᖅᑐᑦ ᐃᑎᒉᑦ ᓯᑕᒪᒥᐊᓪᓗᓗ,” ᑌᒣᓕᔪᖅ ᐃᖅᖃᐅᒪᑦᓯᓂᓗ ᐃᓄᐃᑦ ᐃᓕᓭᖏᑦ ᐅᑦᑭᐅᖑᖅᑌᑐᕕᓂᐅᒥᐊᖏᑦ, ᐱᓗᐊᖅᑐᒥ ᐃᓕᓯᑦᓯᑎᒃ ᖃᓄᖅ ᐃᓕᔭᐅᔫᖑᒥᐊᖏᓐᓂᒃ ᑭᖑᓪᓕᐹᒃ ᓴᕕᐅᔫᖅᓯᒪᔫᒃ. “ᐱᔭᓇᐊᑭᑦᑰᒍᓇᐅᔫᖃᓗᐊᖅᐸᑦ ᓴᕕᐅᔭᖅᑐᐊᓕᐅᓇᐊᖅ, ᐱᔭᓇᐊᑭᑦᑰᔭᖏᑦᑐᖅ. ᓯᖁᒥᓪᓚᑭᑦ, ᐃᔪᓯᖃᑦᑕᓯᑕ ᐱᒥᐊᓕᖅᑭᓯᒻᒥᓯᖓ- ᐱᖓᓯᕕᑦᓯᖓ, ᓯᑕᒪᑦ, ᐃᓚᖓᓂᐊᓪᓛᑦ ᑕᓪᓕᒪᕕᑦᓯᖓ ᓇᐊᖃᑐᐊᕋᒪ.”

ᐊᐱᕆᔭᐅᒐᒥ ᐊᓐᓇᐅᒪᒐᓯᐊᖅᓂᖅ ᐃᑉᐱᒋᔭᖏᓐᓂᒃ ᓯᓇᑐᐃᓐᓇᓂᒃ ᐊᓯᑦᔨᕆᓯᒪᒻᒪᖔᑦ, ᐃᒣᓪᓕᒫᑦ, “ᐅᐃᒪᔫᖕᖏᓂᖅᓴᐅᒥᐊᖃᖅᑐᒍᑦ. ᐅᐃᒪᖏᖕᒫᖅᓯᓂ ᐱᑦᓯᐊᕋᓯᐊᖅᓯᓂᖅ ᐱᐅᓂᖅᓴᐅᔪᖅ, ᐅᐃᒪᑐᐃᓐᓇᓗᑎᑦ ᐱᓇᓯᐊᖅᑌᑦ ᐱᑦᓯᐊᓯᒪᓕᖓᖏᑐᖅ.

ᒪᖅᕿᓕᖅᓚᒥ 748ᒥ ᖃᖓᑦᑕᔫᖅᑎ Pierre Lambert/ᐱᐊ ᓛᒻᐱᐊ, ᑌᒣᑦᑐᒥᒃ ᐃᓕᓴᖅᓯᒪᔪᖅ, ᐃᓄᐃᑦ ᖃᖓᑦᑕᔫᖅᑎᖏᓐᓂ ᖃᖓᑦᑕᔫᖅᑎᐅᓕᖅᑐᖅ ᐊᕐᕋᒍᓂ 13ᓂ. ᐃᓕᓭᖅᓯᒪᓕᖅᓯᓂᒎᖅ ᐊᑦᑕᓃᓕᒥᐊᓪᓚᑐᖅ ᐅᐸᕈᓯᓐᓂᖓ ᐊᐅᓚᒥᐊᖃᖏᓂᖅᒥᒃ ᐅᑭᐅᖅᑕᒧᒥ ᐊᑐᐃᓐᓇᐅᒐᓂ. ᖃᖓᑦᑕᔫᒥᓪᓗ ᐃᑭᒪᔪᓂᒃ ᐅᖅᑰᔪᓂᒃ ᐊᓐᓄᕌᖅᓯᒪᖁᔨᑦᓯᓂ, ᕿᐅᓐᓇᖏᑦᑐᒥ ᐃᑦᓯᕙᓂᐊᓇᐊᒥᒃ ᓂᓇᐅᒥᔭᖃᕋᓗᐊᕈᑎᒃ. “ᐃᓱᐊᓈᖅᑐᓂᒃ ᓱᓇᒃᑯᑎᖃᖅᓇᖓ ᐊᐅᓪᓚᓇᐊᖅᓂᐅᔭᖏᑐᖓ,”

COMPLIMENTS: PATRICK QUESNEL

ᐹᑦᓇᒃ ᑭᓂᐅᓪ ᓴᕕᐅᔭᓇᐅᖅᓴᔪᖅ.
Patrick Quesnel learning to cut snow blocks.

Relatively few non-Inuit have ever built his or her own igluq and slept in it, but Air Inuit messenger Patrick Quesnel has. Quesnel, a qualified pilot who hopes to eventually fly airplanes in the North, decided to take the same Arctic Survival Training Course this past March that other Air Inuit crew have been taking for the past three years. It was also his first time ever in Nunavik.

“I am six-foot-three, and my igluq was six-foot-four inches in diameter,” he said, recalling how patient his Inuit instructors were, especially when it was time to show him how to insert the last couple of pieces to complete the roof. “It might seem easy to cut the snow blocks, but it is not that easy. When I broke them, we laughed about it as I tried again — three, four, even five times if I had to.”

When asked whether the survival experience has changed his outlook on things in any way, Quesnel explained, “I think we should take our time more. It is better to take your time to do a good job because if you rush, sometimes what you have to do will not be done very well.”

Hawker Syddeley 748 Captain Pierre Lambert, who participated in the same training session, has flown for Air Inuit for the past 13 years. He says the course has reinforced the importance of never travelling in the North unprepared. He also recommends that passengers dress warmly, even though they expect to be seated comfortably inside an aircraft. “I would never go without the proper equipment,” he said, questioning the wisdom of anybody travelling in only a T-shirt and a light jacket. “Even if there is a blizzard in a place such as Salluit, and you have to walk from the airport into town, it can be very rough,” he said.

The foremost thing that Arctic survival training stresses is how to avoid getting into trouble in the first place, but then also how to keep your wits and endure the circumstances should an accident or an incident occur. For example, as Lambert now recommends, whenever anyone is travelling in the North, or even just going for a walk on the land, they should always let somebody know where they are going and stick to their plan. “If you tell them you are going left, it will do no good if you then decide to go right,” he said.

The Nunavik Arctic Survival Training Centre (NASTC) started

ᓯᑭᑑᑎᒍᑦ ᐊᐅᓚᔪᑦ ᑲᖏᕐᓯᒥ ᐃᕗᔨᕕᒻᒧᑦ ᖃᓂᑦᑐᒥ.
A snowmobile ride on the bay near Ivujivik.

BOB GEARING

ᑌᒣᓕᔪᖅ, ᓯᕗᑦᑐᕐᑯᑎᖅᑲᕐᓯᓂ ᐊᐅᓚᔪᓂᒃ ᐁᖏᑦᑐᒥᒃ ᐅᕕᓂᖁᕐᓯᒪᑦᓯᑎᒃ ᐅᓕᑲᑦᑖᐱᒻᒥᓗ. “ᐱᕐᓯᓕᑐᐊᕐᒪᑦ ᐅᑦᑑᑎᒥᓗᒍ ᓴᓪᓗᓂ, ᒥᕝᕕᖕᒐᓂᑦ ᐱᓯᒥᐊᕐᑲᕐᓗᑎᒃ ᓄᓇᓕᖕᒐᓄᑦ, ᐊᕐᓯᕈᓐᓇᒪᙵᔭᕐᑐᖅ,” ᑌᒣᓪᓯᓂᓗ.

ᐱᓪᓚᙳᓂᕐᑳᒥᒃ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᓂᕐᒧᑦ ᐃᓕᓴᓂᖅ ᐅᕐᑲᐅᓯᕐᑲᒻᒪᙵᑦᑐᑦ ᖃᓄᖅ ᐃᓯᐃᓪᓕᑌᓕᒪᓂᕐᒥᒃ ᓯᕗᓪᓕᑳᒥ, ᑐᖕᒐᓕᐊᓂᓗ ᐃᑉᐱᒍᓯᑦᓯᐊᕋᓯᐊᕐᓂᒥᒃ ᖃᓄᐃᑦᑐᒦᓐᓂᙵᓕᕐᑌᓗ ᐃᓅᕕᒋᒍᓐᓇᓗᒍ ᐱᓂᕐᓗᓭᓂᕈᑦᓯ ᐃᓯᐃᓪᓕᑐᕐᑲᑦᓴᐸᓪᓗᓅᑦ. ᐅᑦᑑᑎᒍᓗᒍ, ᓚᒻᐱᐊ ᐃᒪᑦᑐᓭᕐᑯᑎᕐᑲᓕᕐᑐᖅ, ᑭᓇᑐᐃᓐᓇᖅ ᐅᑭᐅᕐᑕᑐᒥ ᐊᐅᓚᓚᖕᒐᒍᓂ, ᐱᓯᑐᐃᓐᓇᕋᓗᐊᕈᓂᓗ ᓄᓇᒥ, ᖃᐅᔨᒪᑎᑦᓰᓇᙵᐊᓕᒃ ᓇᒧᖕᒐᓂᕐᒥᓂᒃ ᓴᖑᒍᓐᓀᓗᓂᓗ ᑐᕋᕐᓂᕕᓂᕐᒥᓂᑦ. “ᓴᐅᒥᒻᒧᑦ ᐃᖏᕋᓂᐊᕐᓂᕋᑐᐊᕈᕕᑦ, ᐊᑑᑎᖅᑲᖏᑐᖅ ᑕᓕᕐᐱᐊᓄᖕᓛᖅ ᐃᖏᕋᓯᒍᕕᑦ,” ᑌᒣᔪᖅ.

ᓄᓇᕕᒻᒥ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᓂᕐᒥᒃ ᐃᓕᓴᕕᒃ ᐱᒋᐊᕐᑕᐅᓚᐅᔪᖅ 2000ᖑᑎᓪᓗᒍ ᐳᕕᕐᓂᑐᒥᐅᑦ ᓯᕗᓕᕐᑎᖏᑦ ᑲᑎᑦᓯᑎᒃ ᐃᓯᒪᑦᓴᓯᐅᕐᑎᓗᒥᑦ ᐱᓇᓱᓛᕐᓂᒃ ᓄᐃᑦᓯᒍᑎᑦᓴᓂᒃ ᓂᐅᕈᐸᑦᑐᑦ ᓄᓇᓕᖕᒐᙶᓕᐅᒥᒍᑎᑦᓴᓂᒃ, ᑐᑭᓯᑦᓯᑎᓪᓗ ᐊᒥᓯᓂᒃ ᓯᓂᑦᑕᑐᑦᓴᓂᒃ ᓄᓇᓕᒻᒥᓅᕐᑐᖅᑲᑦᑕᓇᐊᖅᑲᓇᐊᖕᒐ ᐊᖏᔪᐊᓗᒻᒥᒃ ᓄᑖᒥᒃ ᑯᐊᐸᖕᒐᑦ ᓯᓂᑦᑕᕕᖅᑲᓕᕐᑎᓗᒍ.

ᑐᑭᑖᕋᒥᒃ ᓄᐃᑦᓯᒥᐊᒥᒃ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᒥᒃ ᐃᓕᓴᓂᖅᑲᓇᐊᒥᒃ, ᐱᓇᓱᑦᑎᑖᓚᐅᔪᑦ ᓄᖅᑲᓯᒪᓕᕐᑐᒥᒃ ᑲᓇᑕᒥ ᐅᓇᑕᕐᑎᓴᕕᓂᕐᒥᒃ Sergeant Mario Aubin/ᒪᕆᔫ ᐅᐯᓐ ᐃᓚᐅᕐᑲᑦᑕᓯᒪᓪᓚᓇᑦᑐᒥ ᑲᓇᑕᒥ ᐅᑭᐅᕐᑕᑐᒥ ᐅᓇᑕᕐᑎᓴᒃᑯᓄᑦ ᐃᓚᐅᕐᑲᑦᑕᓯᒪᑦᓯᓂᓗ ᐊᓯᖏᓐᓂ ᐅᑭᐅᕐᑕᑐᒥ ᐅᓇᑕᕐᑎᓴᑦ ᐊᐅᓚᓂᕐᑲᕐᑎᓗᒥᑦ. ᐅᐯᓐ ᐋᕐᕐᑭᒥᐊᓪᑏᕕᓕᓐᓂᒃ ᐊᑐᐃᓐᓇᕈᕐᑎᒥᓕᓚᐅᔪᖅ ᐃᓕᓴᒍᑎᑦᓴᓂᒃ, ᐊᕐᑭᒥᐊᓪᑏᔭᐅᑦᓯᓂᓗ 15ᓂᑦ 20ᓄᑦ ᐃᓄᙳᑦ

ᐃᓕᓐᓂᐊᑎᑦᓯᒍᑎᖅᑲᕐᓂᖅ ᐱᕐᑐᒥ ᐃᓪᓗᓕᓂᕐᒥᒃ!
Demonstrating how to build an igluq, in a white-out!

PATRICK QUESNEL

up in 2000 when a group of Puvirnituq leaders met to try and come up with some way to create jobs for the local Inuit by attracting tourists to their community, realizing that they also needed to bring in clients for their community's large new CO-OP hotel.

Deciding on the idea of creating a survival training program, they recruited the services of retired Canadian Army Sergeant Mario Aubin, who was previously very involved with the Canadian Northern Rangers and had experience with other Arctic military expeditions. Aubin drafted a curriculum outline for the training program, which was refined by a team of 15 to 20 Inuit elders, temporary directors, and future guides. "As it is," said Aubin, "the Inuit have the expertise. Now is a chance for them to pass this knowledge on to non-Inuit."

Air Inuit, the Puvirnituq CO-OP, and the Municipal Village of Puvirnituq, with the support of the Northern Quebec CO-OP Federation (FCNQ), each provided $5,000, for a total of $15,000 for start-up funds. Today, NASTC is a proudly Inuit-owned and managed non-profit organization. During the past year, they took in $141,000 worth of revenue without accumulating any debts. Instructors and guides are paid for their work with customers, some of whom come from as far away as France and England, thanks to recently opened offices in those countries.

Up to now, most of their Arctic survival clientele have been Air Inuit staff. However, as Puvirnituq Mayor Paulusie Novalinga explained during a presentation to the Makivik annual general meeting (AGM) in March, they feel that everyone who works in the North, and has other people in their care, should take a survival course. This includes not only airline personnel, but also others such as police officers, medical workers, tour guides, geologists, as well as personnel from other organizations.

NASTC hopes to receive Arctic Survival customers in the near future from the Canadian Army and the RCMP, and also to eventually teach a tree line survival program for Hydro-Québec workers. Their presentation, which received a warm round of applause from the AGM audience, sought to raise awareness of the importance of survival training and possibly attract additional customers.

ᔫᓐ ᓚᕝᓖᔅ, ᑕᑯᓐᓇᒐᑦᓴᓕᐅᖅᑎ ᐅᖄᔨᐅᑦᓯᓂᓗ ᑕᓚᕖᓴᒃᑯᑦ ᓄᐃᑕᔫᓂ ᖃᓪᓗᓈᑎᑐᑦ ᐃᓴᕈᐃᑦ ᑲᓇᑕᐅᑉ ᕿᓚᖕᒐᓃᒃᑯᓂ, ᐊᐳᑎᒥᒃ ᐃᒡᓗᓕᐅᖅᓴᔪᖅ.
John Lovelace, producer and host of the TV show, Wings Over Canada, learns to build an igluq.

MARIO AUBIN

ᐃᓄᑐᖃᖅᓄᑦ, ᑐᑭᒧᐊᑦᑎᓯᔨᐅᓚᐅᖅᑐᑐᓄᑦ, ᐊᐅᓚᑦᓯᔨᐅᖃᑦᑕᑐᑦᓴᓄᓪᓗ. "ᑌᒣᑦᓯᓂ," ᐅᐯᓐ ᐃᒣᓕᔪᖅ, "ᐃᓄᐃᑦ ᖃᐅᔨᒪᐅᓯᖃᓪᓚᓇᑦᑐᑦ. ᐱᕕᑦᓴᖃᓕᖅᓯᑎᓪᓗ ᖃᐅᔨᔭᐅᑎᑦᓯᓂᖅᒥᒃ ᑕᒪᑐᒥᖕᒐ ᖃᐅᔨᒪᐅᓯᖅᒥᓂᒃ ᐃᓄᑐᐃᓐᓇᐅᖕᒥᑦᑐᓄᑦ."

ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᕘᖕᒥᑦ, ᐳᕕᖅᓂᑑᑉ ᑯᐊᐸᖕᒐ, ᑲᑎᒪᔨᖕᒥᑦ ᐳᕕᖅᓂᑐᒥ, ᐃᑲᔪᖅᓯᔭᐅᑦᓯᑎᒃ ᐃᓚᒦᓴᒃᑯᓄᑦ, ᐊᑐᓂᑦ $5,000ᓂᒃ ᓄᐃᑦᓯᓯᑎᒃ, ᑲᑎᑦᓯᑎᒃ $15,000 ᐱᕆᐊᕈᑎᐅᓯᓚᐅᕗᑦ. ᐅᓪᓗᒥ, ᐅᑭᐅᖅᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓱᐊᖅᓂᒥᒃ ᐃᓕᓴᓂᖅ ᐱᕗᓇᐅᑎᐅᑦᓯᓂ ᐃᓄᓐᓄᑦ-ᓇᒻᒥᓂᕆᔭᐅᓕᖅᑐᖅ ᖄᖕᒥᖅᓂᑯᓕᐅᖅᑎᐅᒐᓂᓗ ᑎᒥᓕᐊᖕᒍᓯᒪᓕᖅᓯᓂ. ᐊᖅᑫᒍᓚᐅᖅᑐᒥ, ᐱᓚᐅᖅᑐᑦ - $141,000ᓂᒃ, ᐊᑭᓕᑦᓴᓕᐅᖁᑎᓪᓗ. ᐃᓕᓭᑦ ᐊᐅᓚᑦᓯᔨᖕᒥᓪᓗ ᐊᑭᓕᖅᑕᐅᕙᑦᑐᑦ ᑲᒪᒋᔭᖃᓕᖁᒥᒃ, ᐃᓚᖕᒥᑦ ᐅᖕᒐᓯᑦᑐᐊᓗᒻᒥᐅᔪᑦ ᒍᐃᒍᐃᑦ ᓄᓇᖕᒐᓐᓂᑦ ᐃᖕᓚᓐᒥᓗ, ᖃᒻᒥᑯᑦ ᐊᓪᓚᕕᑦᑖᓯᒪᓕᖅᓯᑎᓪᓗ ᑖᕙᓂ.

ᐊᒥᓲᓂᖅᓴᑦ ᐅᑭᐅᖅᑕᑐᒥ ᐊᓐᓇᐅᒪᓂᖅᒥᒃ ᐃᓕᓴᖅᓯᒪᔪᑦ ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᕘᖕᒥᑦᑕ ᐱᓇᓱᑦᑎᖕᒥᑦ. ᖁᓗᐊᖅᑎᓗᒍ, ᐳᕕᖅᓂᑐᒥᐅᑦ ᓯᕗᓕᖅᑎᖕᒐᑦ ᐸᐅᓗᓯ ᓄᕙᓕᖕᖕᒐᖅ ᐅᖃᓕᒪᓚᐅᕗᖅ ᒪᑭᕕᐅᑉ ᑲᑎᒪᓂᒻᒪᓇᖕᒐᓂ ᒪᑦᓴᐅᑎᓪᓗᒍ, ᐃᓱᒪᒋᔭᖃᖅᓂᖅᓯᓂ ᑭᓇᓕᒫᒃᑯᑦ ᐱᓇᓱᑦᑐᑦ ᐅᑭᐅᖅᑕᑐᒥ ᑲᒪᒋᔭᖃᓇᐊᖃᓯᑎᓪᓗ ᐊᓯᒥᓂᒃ, ᐃᓕᓴᖅᑐᓴᐅᒥᐊᖕᒥᑦ ᐊᓐᓇᐅᒪᒐᓱᐊᖅᓂᒥᒃ. ᖃᖕᒐᑦᑕᕘᓕᓇᓂᖅᒥᑐᐃᓐᓇᐅᖕᒥᑦᑐᖅ, ᐳᓘᓯᒪᓴᑦ, ᐋᓐᓂᐊᓯᐅᖅᑏᑦ, ᒪᖁᑎᑦᓯᔩᑦ, ᓄᓇᒥᒃ ᖃᐅᔨᓴᖅᑏᑦ ᐊᓯᖕᒥᓐᓂᓗ ᑎᒥᐅᕙᓂ ᐱᓇᓱᑏᑦ.

ᐅᑭᐅᖅᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓱᐊᖅᓂᒥᒃ ᐃᓕᓴᓂᖅ ᖃᒻᒥᑯᑦ ᓂᕆᐅᒥᔭᖃᕿᒪᒻᒥᕗᑦ

ᒪᕆᔫ ᐅᐯᓐᓗ ᓄᑕᕌᓗᒃ ᐃᔦᑦᑐᓗ ᒪᖁᑎᑦᓯᔨᕆᓯᔭᐅᓚᐅᔫᒃ ᐃᖕᓚᓐᒥᐅᓄᑦ ᒪᖁᖕᖕᒍᐊᑎᓄᑦ.
Mario Aubin and Nutaraaluk Iyaituk provided guide services for British adventurers.

BOB GEARING

ᐃᓕᓴᓂᖅᒥᒃ ᑲᓇᑕᒥ ᐅᓇᑕᖅᑎᓴᓂᑦ ᐳᑭᖅᑕᓕᓐᓂᓗ, ᐃᓕᓴᒍᓐᓇᓯᖁᑕᖅᓗᑎᓪᓗ ᓈᐹᖅᑐᐃᑦ ᑭᓪᓕᖕᒥᓐᓂ ᐊᓐᓇᐅᒪᓂᖅᒥᒃ ᑯᓐᓂᐊᑎᒃᑯᑦ-ᑯᐯᒃᒥ ᐱᓇᓯᑦᑎᖕᒥᓐᓂᒃ. ᐅᖃᐅᓯᓇᔭᖕᒥᑦ, ᐊᓚᐊᒥᔭᐅᒪᓇᓚᐅᕗᑦ ᐸᑎᑦᑕᕈᑎᐅᑦᓯᑎᐊᓪᓛᑦ ᑲᑎᒪᓂᒻᒪᓇᒻᒦᑐᓄᑦ, ᑐᑭᓯᓕᐅᒥᑎᑦᓯᔪᒪᕗᑦ ᐱᓪᓚᓇᐅᓂᖕᒐᓂᒃ ᐊᓐᓇᐅᒪᓂᖅᒥᒃ ᐃᓕᓴᓂᐅᑉ ᐅᐸᑦᑕᐅᓕᐅᒥᔪᒪᑦᓯᑎᓪᓗ.

ᐱᓪᓚᓇᐅᒻᒥᕗᖅ ᖃᐅᔨᒪᔭᐅᒍᑎᒥᑦᓯᓂᐅᒃ ᐊᓐᓇᐅᒪᒐᓱᐊᖅᓂᒥᒃ ᐃᓕᓴᓂᖅ ᑕᓚᕖᓴᒃᑯᑦ ᑕᑯᑦᓴᐅᓚᐅᕗᓂᖕᒐ ᑌᔭᐅᕙᒥ ᐃᓴᕈᐃᑦ ᑲᓇᑕᐅᑉ ᖁᓈᓂ, ᑲᓇᑕᓕᒫᒥ ᐊᒥᐊᕆᑲᓂᓪᓗ ᑕᑯᑦᓴᐅᕙᑦᑐᑯᑦ. ᓯᑕᒣᓐᓄᓗ ᓄᐃᑕᐅᓯᒪᑎᓪᓗᒥᑦ ᑕᑯᓐᓇᖃᑦᓴᑯᑦ ᓄᑖᑎᒍᑦ ᐃᓚᒋᔭᐅᓯᒪᑦᓯᓂ ᓇᒻᒥᓂᖅᑖᓇᔭᐅᓗᑎᒃ ᓂᐅᕕᐊᖕᒍᒍᓐᓇᑐᓂ. ᖃᓇᑕᐅᔭᑎᓪᓗᒍ ᑕᑯᑦᓴᐅᒍᓐᓇᒥᐊᕗᑦ ᓇᓂᑐᐃᓐᓇᖅ ᓯᓚᕐᔪᐊᒥ ᕿᒥᕈᒍᓐᓇᑎᓪᓗᒋᑦ ᐱᒍᑦᑐᒍᑎᖕᒥᑦ ᖃᓄᐃᑦᑑᒪᖕᒫᑕ.

ᑐᑭᓯᓇᖅᑎᑕᐅᒻᒪᑦ ᖃᓇᑕᐅᔭᒃᑯᑦ ᑕᑯᓐᓇᑎᑦᓯᐅᑎᖕᒥᓐᓂᒃ, ᐊᓯᐊᒍᑦ ᐅᑭᐅᒥ ᐃᓕᓴᒍᑎᖕᒥᑦᑕ, ᐅᑭᐅᖅᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓱᐊᖅᓂᒥᒃ ᐃᓕᓴᓂᖕᒐᑦ

One other important source of exposure that NASTC received was on the television program Wings Over Canada, a popular show viewed all over North America. Theirs was also one of only four Wings Over Canada programs that are now also available on DVD. NASTC also has a web site (www.nastc.ca) where people around the world can learn about their specialized services.

As explained on their web site, besides their winter survival courses, NASTC also offers First Aid training, summer survival, guide training, a navigation course, as well as adventure expeditions and trips for eco-tourists. Their present board of directors is made up of Paulusi Novalinga, Aisara Kenuajuak, Peter Ittukalak, Adamie Sivuarapik, Juani Uqaituq, Jakusi Ittukalak, and James Novalinga.

Air Inuit Twin Otter Captain David Palfreeman was among those who took the Arctic Survival training in the spring of 2002. He has flown for Air Inuit since 1993. He says his group learned how to wait out for search and rescue in the event that they should have to land somewhere out on the tundra. "It was basically trying to get an appreciation for how easy it is to get lost and how to

ᐱᐊᖅ ᓛᒻᐱᐊ ᐃᓱᖅᓇᕗᖅ ᐃᒡᓗᕕᒐᖅᒥ.
Pierre Lambert in the comfort of an igluq.

COMPLIMENTS: PIERRE LAMBERT

ᐃᓚᖃᕐᒥᔪᖅ ᐋᓐᓂᑐᓕᕆᓂᕐᒥᒃ, ᐊᐅᔪᒃᑯᑦ ᐊᓐᓇᐅᒪᓂᕐᒥᒃ, ᐊᐅᓚᑦᓯᓴᐅᓂᕐᒥᒃ ᓄᓇᒥ, ᐊᓯᐊᑦᑌᓕᒍᑎᓂᒃ ᐃᓕᓴᕐᓂᒥᒃ ᐊᒻᒪᓗ ᕿᒥᕈᖑᐊᕐᓂᒥᒃ ᐅᒪᔪᕐᓯᐅᕋᓂᓗ ᒪᕐᕋᓐᓂᒥᒃ. ᐅᓪᓗᒥ ᑲᑎᒪᔾᔪᑎᖃᕐᑐᑦ ᐅᑯᓂᖓ ᐸᐅᓗᓯ ᓄᕙᓕᖓᖅ, ᐁᓴᔭ ᕿᓐᓄᐊᔪᐊᖅ, ᐲᑕ ᐃᑦᑐᑲᓪᓚᒃ, ᐊᑕᒥ ᓯᐳᐊᕋᐱᒃ, ᔪᐊᓂ ᐅᕐᑫᑦᑐᖅ, ᔭᑯᓯ ᐃᑦᑐᑲᓪᓚᒃ ᐊᒻᒪᓗ ᓴᒥᓯ ᓄᕙᓕᖓᖅ.

BOB GEARING

ᒪᑎᐅᓯ ᐃᔦᑦᑐᖅ ᐃᓕᓴᒍᑎᓕᒃ ᑕᓯᕐᒥ ᐊᐅᓚᓴᕐᓂᒥᒃ/ᐃᖃᓘᔭᕐᓂᒥᒃ ᐃᓚᐅᔭᕐᑐᓯᒪᔪᓄᑦ ᓄᓇᕕᒻᒥ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᒥᒃ ᐃᓕᓴᕐᑕᐅᔪᓄᑦ ᐃᕗᔨᕕᐅᑉ ᓴᓂᐊᓂ.
Matiusie Iyaituk demonstrates ice fishing to NASTC guests near Ivujivik.

ᐃᓄᐃᑦ ᖃᖓᑦᑕᔫᖅᒥᓐᓂ ᒪᕐᕈᓚᐊᕈᕐᒥ ᖃᖓᑦᑕᔫᕐᑎ Captain David Palfreeman/ᑖᕕᑦ ᐹᓪᕗᐃᒪᓐ ᐃᓚᒥᔭᐅᓯᒪᔪᖅ ᐃᓕᓴᕐᑐᓄᑦ ᐅᐱᕐᓖᕐᓚᓂ 2002. ᖃᖓᑦᑕᔫᕐᑎᐅᓚᕐᑐᖅ ᐃᓄᐃᑦ ᖃᖓᑦᑕᔫᖅᒥᓐᓂ 1993ᒥᓂᑦ. ᐃᓕᓴᕐᑐᕕᓃᕈᖅ ᖃᓄᖅ ᐅᑕᕐᑭᒥᐊᒥᒃ ᕿᓂᕐᑐᓂᒃ ᒥᒥᐊᖃᑦᓴᓂᕈᑎᒃ ᓄᓇᑐᐃᓐᓇᒧᑦ. "ᑐᑭᓯᓚᐅᒥᒍᑎᐅᑦᓯᓂ ᐊᓯᐅᒍᐊᕐᓇᕆᐊᖓ ᖃᓄᕐᓗ ᑕᓖᓂᑐᐃᓐᓇᖅ ᐃᓂᓚᐅᕈᓐᓇᕆᐊᒥᒃ. ᖃᐅᔨᑦᓯᑕᓗ ᐊᑦᔨᐅᖅᒥᒻᒪᕆᒥᐊᖓ ᓄᓇᑐᐃᓐᓇᖅ ᓇᔪᕐᑕᐅᓚᕋᒥ ᖁᓚᐅᑉᐸᑲᓗᐊᕐᓯᒍ. – ᐊᑦᔨᒌᑐᐃᓐᓈᓘᔮᕐᓯᓂᓗ – ᖃᐅᔨᒪᓪᓚᕆᑦᑕᐅᖏᓐᓇᒥ ᐊᐅᓚᑦᓯᔨᒥᓚᐅᔪᔭᑦᑎᑐᑦ."

ᐃᓕᓐᓯᔨᕐᒥᑦ ᓇᓗᓀᕐᓯᒥᐊᓪᓚᖃᑦᑕᓚᐅᕐᑐᑦ ᐱᐅᓂᕐᐸᐅᒥᐊᖓ ᓅᑦᑌᓚᑐᐃᓐᓇᓗᓂ, ᑕᒪᑐᒥᖓᓗ ᑐᑭᓯᓯᒪᑦᓯᓂ ᕿᓂᕐᑐᓂᒃ ᐊᐅᓚᑦᓯᖃᑦᑕᓯᒪᑦᓯᓂ ᐊᓯᐊ-ᒪᔪᓂᒃ ᐅᑭᐅᕐᑕᑐᒥ. "ᕿᓂᖃᑕᐅᖃᑦᑕᓯᒪᔪᖓ ᑕᑯᕙᑦᓯᑕᓗ ᓯᑮᑐᒥᒃ ᐃᓄᑦᑕᖓ ᑕᑯᕋᑕᓚᖓᑦᓯᒍ ᐃᑲᐅᕐᓃᑦ ᐊᒥᓯᑦ ᐅᓪᓗᐃᓘᓐᓂᑦ ᓈᒻᒪᑕ ᑭᓯᐊᓂ, ᓯᑮᓪᓗ ᐃᓂᖃᕋᒥᒃ ᑖᓂᕐᑐᓂᕐᓴᐅᓯᑎᓪᓗ ᑕᑯᔭᐅᖃᑦᑕᖏᓐᓂᓴᐅᒻᒪᑕ.

Palfreeman ᖁᕕᐊᓯᓚᐅᔪᒻᒥᔪᖅ ᐃᓚᖃᕐᓯᒪᓕᐊᒥᒃ ᐃᓄᓐᓂᒃ ᖃᖓᑦᑕᕋᓕᓇᓂᐅᑉ ᓯᓚᑖᓂ ᓄᓇᓃᓪᓗ. ᐊᐅᓚᑦᓯᔨᒥᓂᒃ ᑕᑯᓯᒪᓚᐅᔪᖅ ᓯᕗᓂᐊᒍᑦ, ᐳᕕᕐᓂᑐᒥ ᑐᑦᑕᕕᖃᕐᓯᒪᒐᒥ ᓄᓇᓕᒻᒥ ᑕᑯᕙᑦᓯᒥᑦ, ᐃᑭᒪᑎᓪᓗᒥᓪᓗᓃᑦ ᑎᒻᒥᕚᒥ. "ᑕᑯᒥᐊᕐᒥᑦ ᓯᓚᒥ ᒥᑭᓪᓕᑎᕐᓇᑐᖅ, ᓱᓇᖃᕐᒥᑲᓴᑦᑐᒦᑦᓯᓂ, ᐃᓯᒪᒥᑦᓯᒥᓪᓗ ᖃᓄᐊᓗᒃ ᐃᓄᐃᑦ ᐃᓅᒍᓐᓇᕙᓐᓂᒪᖖᑕ ᐊᕐᕋᒍᓂ ᐊᒥᓯᕐᔪᐊᓂ ᓱᓇᖃᑦᓯᐊᕋᑎᒃ ᐊᔪᕐᑐᒪᓇᐊᓗᒃ. ᐃᒣᑦᓯᒪᓪᒫᕈᑎᐅᖕᒥᑲᓗᐊᕐᓯᓂ ᐃᓕᓴᕐᓂᒥ, ᑐᑭᓯᒥᐊᓪᓚᓇᐊᖓ ᐱᐅᔪᖅ."

ᑌᒪᓗ, Patrick Quesnel ᐊᑐᐃᓐᓇᐅᓂᕐᓴᐅᔪᓇᓚᕐᑐᖅ ᖃᖓᑦᑕᔫᕐᑎᐅᓂᕐᒧᑦ ᓄᓇᕕᒻᒥ, ᐱᓇᓯᑦᑎᑖᓇᔭᐅᑦᓴᕈᓂ ᐃᓄᐃᑦ ᖃᖓᑦᑕᔫᖅᒥᓄᑦ. ᐊᐅᓚᔨᔪᖅ ᐳᐃᒍᕐᑲᔭᖅᒥᓂᕐᑳᒥᓂᒃ ᐃᓕᓴᕐᑕᐅᓯᑎᒃ, ᐅᓐᓄᐊᑯᑦ, ᐃᓪᓗᒥᓃᑦᓯᓂ–35ᒦᑦᑎᓗᒍ ᕿᐅᓐᓇᓂᖓ ᓯᓚᐅᑉ. "ᐃᓄᑑᑦᓯᖓ ᑕᑯᓐᓇᐅᒐᕐᓯᒥᑦ ᓴᕕᐅᔭᕐᑐᐊᑦ ᐋᕐᕿᓯᕐᑕᕕᓂᒃᑲ ᐃᓯᒪᑦᓯᖓᓗ "ᐱᐅᔪᕋᑕᒫᓐᓈ," ᐃᒣᓕᒥᐊᓪᓚᓯᓂᓗ, "ᐱᕕᑦᓴᖃᕈᕕᑦ ᐃᓕᓴᕐᓂᒥᒃ ᑕᒪᑐᒥᖓ ᐆᑦᑐᕋᑦᓴᕋᑕᓇᔦᑦ." ■

BOB MESHER

ᐱᓇᓯᒐᖃᕐᓂᓅᓕᖓᔪᓂᒃ ᖃᐅᔨᒪᔨᐅᔪᖅ ᐳᕋᓐ ᑭ. ᒥᓐᓗ ᐳᕕᕐᓂᑐᕐᒥᐅᓗ ᓯᕗᓕᕐᑎᖓᑦ ᐸᐅᓗᓯ ᓄᕙᓕᖕᖓᖅ ᓄᓇᕕᒻᒥ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᒥᒃ ᐃᓕᓴᒍᑎᓂᒃ ᑐᑭᓯᑎᑦᓯᒍᑎᖃᕐᑑᒃ ᒪᑭᕕᒃ ᐊᕐᕌᒍᑕᒫᕐᓯᐅᑎᒥᓂᒃ ᑲᑎᒪᓂᖓᓐᓂ.
Business consultant Brian K. Min and Puvirnituq Mayor Paulusie Novalinga made a presentation about NASTC at the Makivik AGM.

work so as to shelter ourselves," he said. "We also saw that it's a very different world when you are actually on the tundra as opposed to when you are flying over it — just the fact that everything pretty much looks the same — unless you really know the land like the guides know it."

Although his instructors reiterated that probably the best thing to do in a survival situation would be to stay put, this was something that he had already learned from his former experiences of flying search and rescue missions for people lost in the North. "I have been involved in several search and rescue operations where we found the ski-doo hours, if not days, before actually finding the person on the ground," he said, "A ski-doo leaves tracks and it is also a larger mass on the tundra."

Palfreeman was also glad to have been able to spend time with Inuit in an environment away from the airline and away from the villages. He had met his guides before, having already been stationed in Puvirnituq where he had seen them around the community or as passengers on an airplane. "Seeing them out on the land is very humbling for one thing," he explained. "To be out there with next to nothing and to imagine how the Inuit survived for so many years with so little is sort of mind-boggling. That is not advertised in the course, but it certainly is a nice bonus."

Meanwhile, Patrick Quesnel feels that he is now even more prepared to work as an airline pilot in Nunavik, should he eventually be accepted for this job with Air Inuit. He recalls one of his most memorable moments during the survival training was at night, laying back in his igluq, with a temperature of minus-35 Celsius outside. "I was alone with myself, looking up at my snow blocks and thinking 'this is pretty nice'," he then added, "If you have the chance to take this course, you should try it." ■