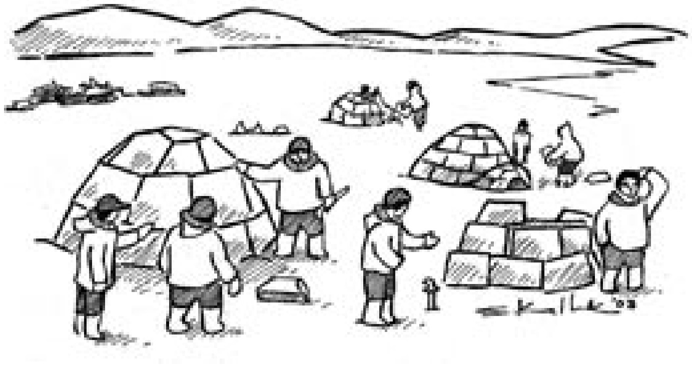
ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᓇᓱᓐᓂᒥᒃ ᐃᓕᓴᕐᑕᐅᓂᖅ ᐃᓄᑦᑎᒍᐊᖕᒐᔪᒥᒃ

ᐹᑉ ᒥᐊᓯ ᐊᓪᓚᑕᖕᒥᑦ

Arctic Survival Training the Inuit Way

By Bob Mesher



SAMMY KUDLUK

ᐊᒥᓲᖕᒥᑐᐊᐲᑦ ᐃᓄᑐᐃᓐᓇᐅᖕᒥᑦᑐᑦ ᓇᒻᒥᓂᖅ ᐃᓪᓗᓕᔭᒥᓂᒃ ᓯᓂᑦᑕᕕᖃᓚᐅᕐᓯᒪᕗᑦ, ᑭᓯᐊᓂ ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔫᖕᒥᑦᑕ ᐅᓯᑲᑦᑕᑎᖕᒐᑦ Patrick Quesnel/ᐹᑦᕆᒃ ᑭᓂᐊᓪ ᑌᒣᑦᓯᒪᔪᖅ. ᖃᖕᒐᑦᑕᔫᕐᑎᐅᔪᖅ ᐅᑭᐅᕐᑕᑐᒥᓗ ᖃᖕᒐᑦᑕᔫᕐᐸᒍᒪᑦᓱᓂ, ᐃᓕᓴᕈᒪᓯᓚᐅᔪᖅ ᒫᑦᔨᐅᓚᐅᕐᑐᒥ ᖃᖕᒐᑦᑕᔫᕐᑎᖕᒥᑦᑕ ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔫᖕᒥᑦ ᐃᓕᓴᕐᐸᑕᖕᒐᓂ ᐊᕐᕋᒍᓂ ᐱᖕᒐᓲᓕᕐᑐᓂ. ᓄᓇᕕᒻᒦᒋᐅᑦᓯᐊᓱᓂᓗ.

“ᑕᑭᓂᖃᕋᒪ ᐱᖕᒐᓲᔪᕐᑐᑦ ᐃᓕᒣᑦ ᐅᖕᒐᑖᓄᑦ, ᐃᓪᓗᓕᔭᕋ ᐱᖕᒐᓲᔪᕐᑐᑦ ᐃᑎᒣᑦ ᓯᑕᒪᒥᐊᓪᒧᓗ,” ᑌᒣᓕᔪᖅ ᐃᖅᖃᐅᒪᑦᓱᓂᓗ ᐃᓄᐃᑦ ᐃᓕᓴᔨᖕᒥᑦ ᐅᑕᕿᐅᖕᒍᕐᑌᑐᕕᓂᐅᒥᐊᖕᒥᑦ, ᐱᓗᐊᕐᑐᒥ ᐃᓕᓴᑦᓯᑎᒃ ᖃᓄᖅ ᐃᓕᓴᐅᔫᖕᒍᒥᐊᖕᒥᓐᓂᒃ ᑭᖕᒍᓪᓕᐹᒃ ᓴᕕᐅᔮᕐᓯᒪᔫᒃ. “ᐱᔭᕆᐊᑭᑦᑑᒍᓇᐅᔮᕋᓗᐊᕐᐸᑦ ᓴᕕᐅᔭᕐᑐᐊᓕᐅᕆᐊᖅ, ᐱᔭᕆᐊᑭᑦᑑᔭᖕᒥᑦᑐᖅ. ᓯᕐᑯᒥᒐᒃᑭᑦ, ᐃᔪᓯᖃᑦᑕᓱᑕ ᐱᒥᐊᓕᕿᓯᒻᒥᓱᖕᒐ- ᐱᖕᒐᓱᕕᑦᓯᖕᒐ, ᓯᑕᒪᑦ, ᐃᓚᖕᒐᓂᐊᓪᓛᑦ ᑕᓪᓕᒪᕕᑦᓯᖕᒐ ᕆᐊᖃᑐᐊᕋᒪ.”

ᐊᐱᕆᔭᐅᒐᒥ ᐊᓐᓇᐅᒪᒐᓱᐊᕐᓂᖅ ᐃᑉᐱᒥᔭᖕᒥᓐᓂᒃ ᓱᓇᑐᐃᓐᓇᓂᒃ ᐊᓯᑦᔨᐅᒥᓯᒪᒻᒪᖕᒫᑦ, ᐃᒣᓕᒻᒥᔪᖅ, “ᐅᐃᒪᔮᖕᖕᒥᓂᕐᓴᐅᒥᐊᖃᕐᑐᒍᑦ. ᐅᐃᒪᖕᒥᖕᒫᕐᓯᓂ ᐱᑦᓯᐊᕋᓯᐊᕐᓯᓂᖅ ᐱᐅᓂᕐᓴᐅᔪᖅ, ᐅᐃᒪᑐᐃᓐᓇᓗᑎᑦ ᐱᓇᓱᐊᕐᑌᑦ ᐱᑦᓯᐊᓯᒪᓚᖕᒐᖕᒥᑐᖅ.

ᒪᕐᕈᓕᕐᓚᒥ 748ᒥ ᖃᖕᒐᑦᑕᔫᕐᑎ Pierre Lambert/ᐱᐊ ᓛᒻᐱᐊ, ᑌᒣᑦᑐᒥᒃ ᐃᓕᓴᕐᓯᒪᔪᖅ, ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔫᕐᑎᖕᒥᓐᓂ ᖃᖕᒐᑦᑕᔫᕐᑎᐅᓕᕐᑐᖅ ᐊᕐᕋᒍᓂ 13ᓂ. ᐃᓕᓴᕐᓯᒪᓕᕐᓯᓂᒎᖅ ᐊᑦᑕᓀᓕᒥᐊᓪᓚᑐᖅ ᐅᑉᐱᕈᓱᓐᓂᖕᒐ ᐊᐅᓚᒥᐊᖃᖕᒥᓂᕐᒥᒃ ᐅᑭᐅᕐᑕᑐᒥ ᐊᑐᐃᓐᓇᐅᒐᓂ. ᖃᖕᒐᑦᑕᔫᒥᓪᓗ ᐃᑭᒪᔪᓂᒃ ᐅᖅᖂᔪᓂᒃ ᐊᓐᓄᕌᕐᓯᒪᕐᑯᔨᑦᓯᓂ, ᕿᐅᓐᓇᖕᒥᑦᑐᒥ ᐃᑦᓯᕙᓂᐊᕆᐊᒥᒃ ᓂᕆᐅᒥᔭᖃᕋᓗᐊᕈᑎᒃ. “ᐃᓯᐊᓈᕐᑐᓂᒃ ᓯᓇᒃᑯᑎᖃᕐᓇᖕᒐ ᐊᐅᓪᓚᕆᐊᕐᓂᐅᔭᖕᒥᑐᖕᒐ,”

COMPLIMENTS: PATRICK QUESNEL

ᐹᑦᕆᒃ ᑭᓂᐅᓪ ᓴᕕᐅᔭᕆᐅᕐᓴᔪᖅ.
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.

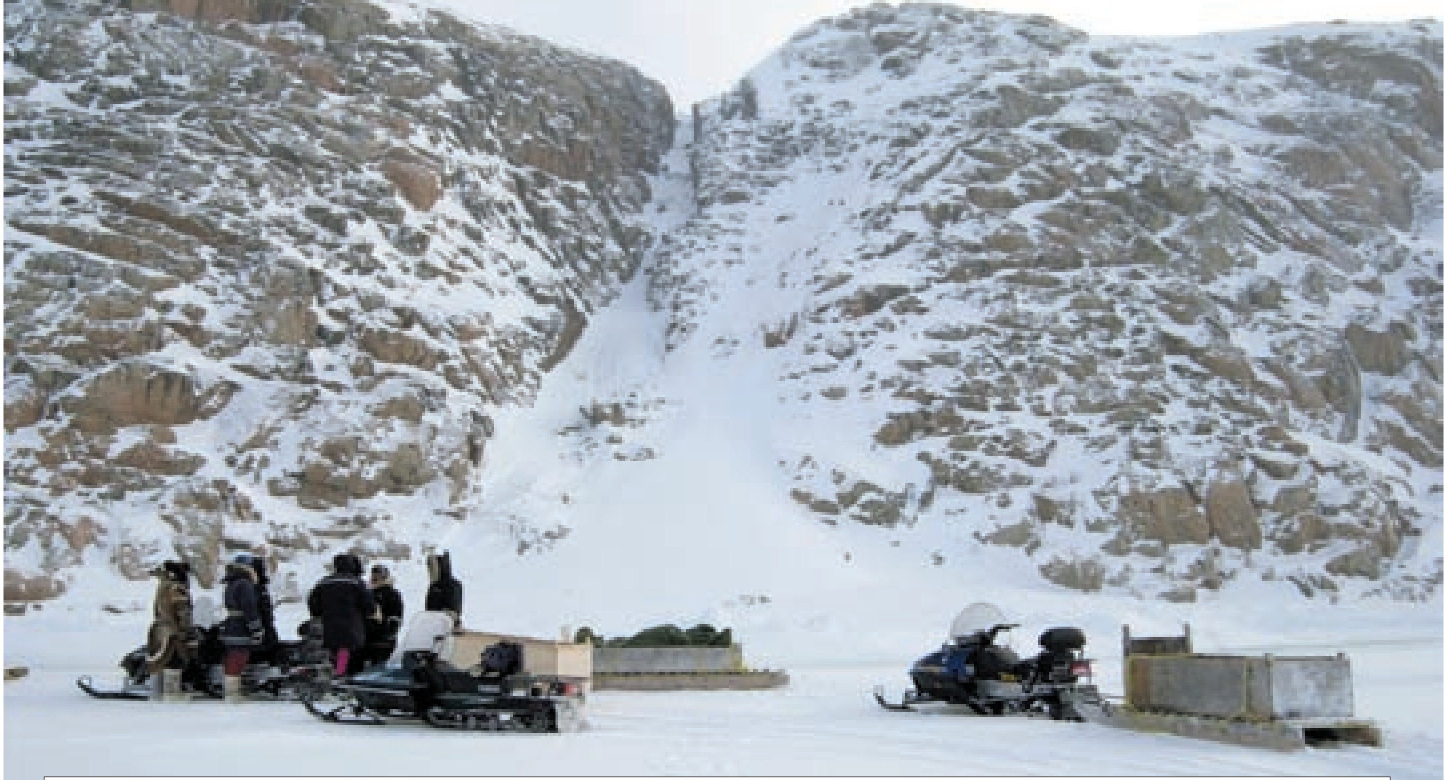
“I am six-foot-three, and my igluq was six-foot-four inches in diameter,” he said, recalling how patient his Inuit instructors were, especially when it was time to show him how to insert the last couple of pieces to complete the roof. “It might seem easy to cut the snow blocks, but it is not that easy. 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



ᓯᑭᑰᑎᒍᑦ ᐊᐅᓚᔪᑦ ᑲᖏᕐᓱᒥ ᐃᕗᔨᕕᒻᒧᑦ ᖃᓂᑦᑐᒥ.
A snowmobile ride on the bay near Ivujivik.

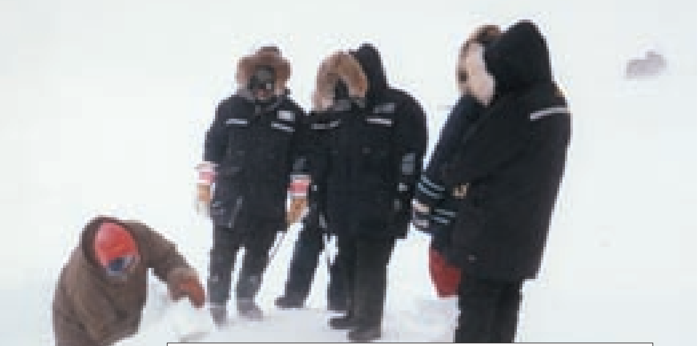
BOB GEARING

ᑌᒣᓕᔪᖅ, ᓯᓗᑦᑐᖁᑎᖃᕐᓱᓂ ᐊᐅᓚᔪᓂᒃ ᐁᖏᑦᑐᒥᒃ ᐅᕕᓂᕈᕐᓯᒪᑦᓱᑎᒃ ᐅᓕᑲᑦᑖᐱᒻᒥᓗ. “ᐱᕐᓯᓕᑐᐊᕐᒪᑦ ᐅᑦᑑᑎᒥᓗᒍ ᓴᓪᓗᓂ, ᒥᕝᕕᖕᒐᓂᑦ ᐱᓯᒥᐊᖃᕐᓗᑎᒃ ᓄᓇᓕᖕᒐᓄᑦ, ᐊᕐᓯᕈᓐᓇᒪᓇᒐᔭᕐᑐᖅ,” ᑌᒣᓕᑦᓱᓂᓗ.

ᐱᓪᓚᕆᐅᓂᕐᐹᒥᒃ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᓂᕐᒧᑦ ᐃᓕᓴᓂᖅ ᐅᖃᐅᓯᖃᒻᒪᕆᑦᑐᑦ ᖃᓄᖅ ᐃᓱᐃᓪᓕᑌᓕᒪᓂᕐᒥᒃ ᓯᕗᓪᓕᐹᒥ, ᑐᖕᒐᓕᐊᓂᓗ ᐃᑉᐱᒍᓯᑦᓯᐊᕋᓯᐊᕐᓂᒥᒃ ᖃᓄᐃᑦᑐᒦᓐᓂᓇᓕᕐᑌᓗ ᐃᓅᕕᒋᒍᓐᓇᓗᒍ ᐱᓂᕐᓗᓴᕐᓂᑭᑦᓯ ᐃᓱᐃᓪᓕᑐᖃᑦᓴᐸᓪᓗᓃᑦ. ᐅᑦᑑᑎᒍᓗᒍ, ᓚᒻᐱᐊ ᐃᒣᑦᑐᓴᖁᑎᖃᓕᕐᑐᖅ, ᑭᓇᑐᐃᓐᓇᖅ ᐅᑭᐅᕐᑕᑐᒥ ᐊᐅᓚᓚᖕᒐᒍᓂ, ᐱᓱᑐᐃᓐᓇᕋᓗᐊᕈᓂᓗ ᓄᓇᒥ, ᖃᐅᔨᒪᑎᑦᔩᓇᓇᐊᓕᒃ ᓇᒧᖕᒐᓂᕐᒥᓂᒃ ᓴᖑᒍᓐᓀᓗᓂᓗ ᑐᑮᕐᓂᕕᓂᕐᒥᓂᑦ. “ᓴᐅᒥᒻᒧᑦ ᐃᖏᕋᓂᐊᕐᓂᕋᑐᐊᕈᕕᑦ, ᐊᑑᑎᖃᖏᑐᖅ ᑕᓕᕐᐱᐊᓄᖕᒑᖅ ᐃᖏᕋᓯᒍᕕᑦ,” ᑌᒣᓕᔪᖅ.

ᓄᓇᕕᒻᒥ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᓂᕐᒥᒃ ᐃᓕᓭᕕᒃ ᐱᒋᐊᕐᑕᐅᓚᐅᔪᖅ 2000ᖑᑎᓪᓗᒍ ᐳᕕᕐᓂᑐᒥᐅᑦ ᓯᕗᓕᕐᑎᖏᑦ ᑲᑎᑦᓱᑎᒃ ᐃᓱᒪᑦᓴᓯᐅᕐᑎᓗᒥᑦ ᐱᓇᓱᒑᕐᓂᒃ ᓄᐃᑦᓯᒍᑎᑦᓴᓂᒃ ᓂᐅᑭᐸᑦᑐᑦ ᓄᓇᓕᖕᒑᓐᓅᓕᐅᒥᒍᑎᑦᓴᓂᒃ, ᑐᑭᓯᑦᓯᑎᓪᓗ ᐊᒥᓱᓂᒃ ᓯᓂᑦᑕᑦᓴᓂᒃ ᓄᓇᓕᒻᒥᓅᕐᑐᖃᖃᑦᑕᓇᐊᖃᓇᐊᖕᒐ ᐊᖏᔪᐊᓗᒻᒥᒃ ᓄᑖᒥᒃ ᑯᐊᐸᖕᒐᑦ ᓯᓂᑦᑕᕕᖃᓕᕐᑎᓗᒍ.

ᑐᑭᑖᕋᒥᒃ ᓄᐃᑦᓯᒥᐊᒥᒃ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᒥᒃ ᐃᓕᓭᖃᓇᐊᒥᒃ, ᐱᓇᓯᑦᑎᑖᓚᐅᔪᑦ ᓄᖅᑲᓯᒪᓕᕐᑐᒥᒃ ᑲᓇᑕᒥ ᐅᓇᑕᕐᑎᓴᕕᓂᕐᒥᒃ Sergeant Mario Aubin/ᒪᕆᔫ ᐅᐯᓐ ᐃᓚᐅᕐᑲᑦᑕᓯᒪᓪᓚᕆᑦᑐᒥ ᑲᓇᑕᒥ ᐅᑭᐅᕐᑕᑐᒥ ᐅᓇᑕᕐᑎᓴᒃᑯᓄᑦ ᐃᓚᐅᕐᑲᑦᑕᓯᒪᑦᓱᓂᓗ ᐊᓯᖏᓐᓂ ᐅᑭᐅᕐᑕᑐᒥ ᐅᓇᑕᕐᑎᓴᑦ ᐊᐅᓚᓂᖃᕐᑎᓗᒥᑦ. ᐅᐯᓐ ᐋᖅᑭᒋᐊᓪᓰᕕᓕᓐᓂᒃ ᐊᑐᐃᓐᓇᕈᕐᑎᒥᓕᓚᐅᔪᖅ ᐃᓕᓭᒍᑎᑦᓴᓂᒃ, ᐊᕐᑭᒋᐊᓪᓰᔭᐅᑦᓱᓂᓗ 15ᓂᑦ 20ᓄᑦ ᐃᓄᓐᓄᑦ



PATRICK QUESNEL

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

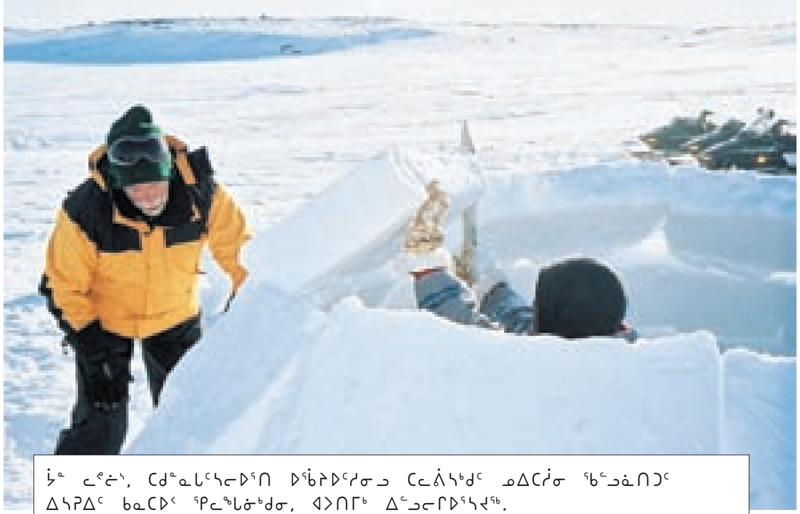
up in 2000 when a group of Puvirnituq leaders met to try and come up with some way to create jobs for the local Inuit by attracting tourists to their community, realizing that they also needed to bring in clients for their community's large new CO-OP hotel.

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 ᓚᕝᕖᔅ, ᑕᑯᓐᓇᒐᑦᓴᓕᐅᕐᑎ ᐅᖄᔨᐅᑦᓯᓂᓗ ᑕᓚᕖᓴᒃᑯᑦ ᓄᐃᑕᔫᓂ ᖃᑦᑐᓈᑎᑐᑦ ᐃᓴᕈᐃᑦ ᑲᓇᑕᐅᑉ ᕿᓚᕐᒎᒃᑯᓂ, ᐊᐳᑎᒥᒃ ᐃᑦᑐᓕᑭᐅᕐᓴᕗᖅ.
John Lovelace, producer and host of the TV show, Wings Over Canada, learns to build an igluq.

MARIO AUBIN

ᐃᓄᑐᖃᕐᓄᑦ, ᑐᑭᒍᐊᑦᑎᓯᔨᐅᓚᐅᕐᑐᑐᓄᑦ, ᐊᐅᓚᑦᓯᔨᐅᖃᑦᑕᑐᑦᓴᓄᓪᓗ. “ᑌᒣᑦᓯᓂ,” ᐅᐯᓐ ᐃᒣᓕᔪᖅ, “ᐃᓄᐃᑦ ᖃᐅᔨᒪᐅᓯᖃᓪᓚᓇᑦᑐᑦ. ᐱᕕᑦᓴᖃᓕᕐᓯᑎᓪᓗ ᖃᐅᔨᔭᐅᑎᑦᓯᓂᕐᒥᒃ ᑕᒪᑐᒥᖕᒐ ᖃᐅᔨᒪᐅᓯᕐᒥᓂᒃ ᐃᓄᑐᐃᓐᓇᐅᖕᒋᑦᑐᓄᑦ.”

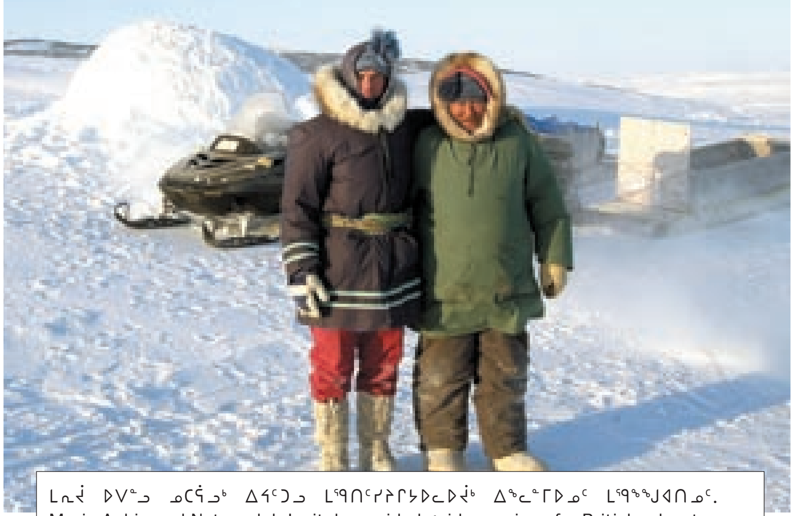
ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔩᖕᒋᑦ, ᐳᕕᕐᓂᑑᑉ ᑯᐊᐸᖕᒐ, ᑲᑎᒪᔨᖕᒋᑦ ᐳᕕᕐᓂᑐᒥ, ᐃᑲᔪᕐᓯᔭᐅᑦᓯᑎᒃ ᐃᓚᒌᓴᒃᑯᓄᑦ, ᐊᑐᓂᑦ $5,000ᓂᒃ ᓄᐃᑦᓯᓯᑎᒃ, ᑲᑎᑦᓯᑎᒃ $15,000 ᐱᒋᐊᕈᑎᐅᓯᓚᐅᔪᑦ. ᐅᓪᓗᒥ, ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᕐᒥᒃ ᐃᓕᓴᓂᖅ ᐱᔪᓇᐅᑎᐅᑦᓯᓂ ᐃᓄᓐᓄᑦᓇᒻᒥᒻᓂᓇᔭᐅᓕᕐᑐᖅ ᖄᖕᒋᕐᓂᑯᓕᐅᕐᑎᐅᒐᓂᓗ ᑎᒥᓕᐊᖕᒍᓯᒪᓕᕐᓯᓂ. ᐊᕐᑫᒎᓕᐅᕐᑐᒥ, ᐱᓕᐅᕐᑐᑦ - $141,000ᓂᒃ, ᐊᑭᓕᑦᓴᓕᐅᕐᑫᑎᓪᓗ. ᐃᓕᓭᔩᑦ ᐊᐅᓚᑦᓯᔨᖕᒋᓪᓗ ᐊᑭᓕᕐᑕᐅᕙᑦᑐᑦ ᑲᒪᒋᔭᖃᓕᕐᑫᒥᒃ, ᐃᓚᖕᒋᑦ ᐅᖕᒐᓯᑦᑐᐊᓗᒻᒥᐅᔦᑦ ᒍᐃᒍᐃᑦ ᓄᓇᖕᒐᓐᓂᑦ ᐃᖕᓕᓐᒥᓗ, ᖃᒻᒥᑯᑦ ᐊᓪᓚᕕᑦᑖᓯᒪᓕᕐᓯᑎᓪᓗ ᑖᕙᓂ.

ᐊᒥᓲᓂᕐᓴᑦ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᓂᕐᒥᒃ ᐃᓕᓴᕐᓯᒪᔦᑦ ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔩᖕᒋᑦᑕ ᐱᓇᓱᑦᑎᖕᒋᑦ. ᕐᑫᓗᐊᕐᑎᓗᒍ, ᐳᕕᕐᓂᑐᒥᐅᑦ ᓯᕗᓕᕐᑎᖕᒐᑦ ᐸᐅᓗᓯ ᓄᕚᓕᖕᒐᖅ ᐅᖃᓕᒪᓚᐅᔪᖅ ᒪᑭᕝᕕᐅᑉ ᑲᑎᒪᓂᒻᒪᕆᖕᒐᓂ ᒪᑦᔨᐅᑎᓪᓗᒍ, ᐃᓯᒪᒥᔭᖃᕐᓂᑫᕐᓯᓂ ᑭᓇᓛᒃᑯᑦ ᐱᓇᓯᑦᑐᑦ ᐅᑭᐅᕐᑕᑐᒥ ᑲᒪᒋᔭᕐᑲᓇᐊᕐᑲᔭᑎᓪᓗ ᐊᓯᒥᓂᒃ, ᐃᓕᓴᕐᑐᓴᐅᒥᐊᖕᒋᑦ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᕐᒥᒃ. ᖃᖕᒐᑦᑕᔩᓕᕆᓂᕐᒥᑐᐃᓐᓇᐅᖕᒋᑦᑐᖅ, ᐳᑖᓯᒪᓴᑦ, ᐋᓐᓂᐊᓯᐅᕐᑏᑦ, ᒪᕐᑫᑎᑦᓯᔩᑦ, ᓄᓇᒥᒃ ᖃᐅᔨᓴᕐᑏᑦ ᐊᓯᖕᒥᓐᓂᓗ ᑎᒥᐅᔪᓂ ᐱᓇᓯᑏᑦ.

ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᕐᒥᒃ ᐃᓕᓴᓂᖅ ᖃᒻᒥᑯᑦ ᓂᓇᐅᒥᓴᕐᑲᕐᑭᒪᒻᒥᔦᑦ ᐃᓕᓴᓂᕐᒥᒃ ᑲᓇᑕᒥ ᐅᓇᑕᕐᑎᓴᓂᑦ ᐳᑭᕐᑕᓕᓐᓂᓗ, ᐃᓕᓴᒍᓐᓇᓯᕐᑫᑕᕐᑐᑎᓪᓗ ᓈᐸᕐᑐᐃᑦ ᑭᓪᓕᖕᒥᓐᓂ ᐊᓐᓇᐅᒪᓂᕐᒥᒃ ᑯᓐᓂᐊᑎᒃᑯᑦ-ᑯᐯᒃᒥ ᐱᓇᓯᑦᑎᖕᒥᓐᓂᒃ. ᐅᖃᐅᓯᓇᔭᖕᒥᑦ, ᐊᓕᐊᒥᔭᐅᒪᓇᓚᐅᔪᑦ ᐸᑎᑦᑕᕈᑎᐅᑦᓯᑎᐊᓪᓛᑦ ᑲᑎᒪᓂᒻᒪᕆᒻᒦᑐᓄᑦ, ᑐᑭᓯᓕᐅᒥᑎᑦᓯᒍᒪᓚᑦ ᐱᓪᓚᕆᐅᓂᖕᒐᓂᒃ ᐊᓐᓇᐅᒪᓂᕐᒥᒃ ᐃᓕᓴᓂᐅᑉ ᐅᐸᑦᑕᐅᓕᕐᑎᒍᒪᓕᕐᑎᓪᓗᒍ.

ᐱᓪᓚᕆᐅᒻᒥᔪᖅ ᖃᐅᔨᒪᓴᐅᒍᑎᒥᑦᓯᓂᐅᑉ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᕐᒥᒃ ᐃᓕᓴᓂᕐᑫ ᑕᓚᕕᓯᒃᑯᑦ ᑕᑯᑦᓯᐅᓚᐅᔪᓂᖕᒐ ᑌᓴᐅᔦᒥ ᐃᓴᕈᐃᑦ ᑲᓇᑕᐅᑉ ᖁᓛᓂ, ᑲᓇᑕᓕᒫᒥ ᐊᒥᐊᕆᑲᓂᓪᓗ ᑕᑯᑦᓴᐅᕙᑦᑐᒍᑦ. ᓯᑕᒣᓐᓇᒐᓗ ᓄᐃᑕᐅᓯᒪᓚᑎᑦᑐᒥᑦ ᑕᑯᓐᓇᑫᑦᓴᑯᑦ ᓄᑖᑎᒍᑦ ᐃᓚᒥᔭᐅᓯᒪᑦᓯᓂ ᓇᒻᒥᓂᕐᑖᓇᔭᐅᓪᓗᑎᒃ ᓂᐅᕕᐊᖕᒍᒍᓐᓇᑐᓂ. ᖃᓇᑕᐅᔭᑎᓪᓗᒍ ᑕᑯᑦᓴᐅᒍᓐᓇᒥᔪᑦ ᓇᓂᑐᐃᓐᓇᖅ ᓯᓚᕐᔪᐊᒥ ᕿᒥᕈᒍᓐᓇᑎᓪᓗᒋᑦ ᐱᒍᑦᓴᒍᑎᖕᒋᑦ ᖃᓄᐃᑦᑑᒪᖕᒫᑕ.

ᑐᑭᓯᓇᕐᑎᑕᐅᒻᒪᑦ ᖃᓇᑕᐅᔭᒃᑯᑦ ᑕᑯᓐᓇᑎᑦᓯᐅᑎᖕᒥᓐᓂᒃ, ᐊᓯᐊᒍᑦ ᐅᑭᐅᒥ ᐃᓕᓴᒍᑎᖕᒥᑦᑕ, ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᕐᒥᒃ ᐃᓕᓴᓂᖕᒐᑦ



ᒪᕆᐅ ᐅᐯᓐᓗ ᓄᑕᕋᓗᒃ ᐃᔭᑦᑐᓗ ᒪᕐᑫᑎᑦᓯᔨᕆᓯᐅᓚᐅᔫᒃ ᐃᖕᓚᓐᒥᐅᓄᑦ ᒪᕐᑫᖕᖕᒍᐊᑎᓄᑦ.
Mario Aubin and Nutaraaluk Iyaituk provided guide services for British adventurers.

BOB GEARING

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.

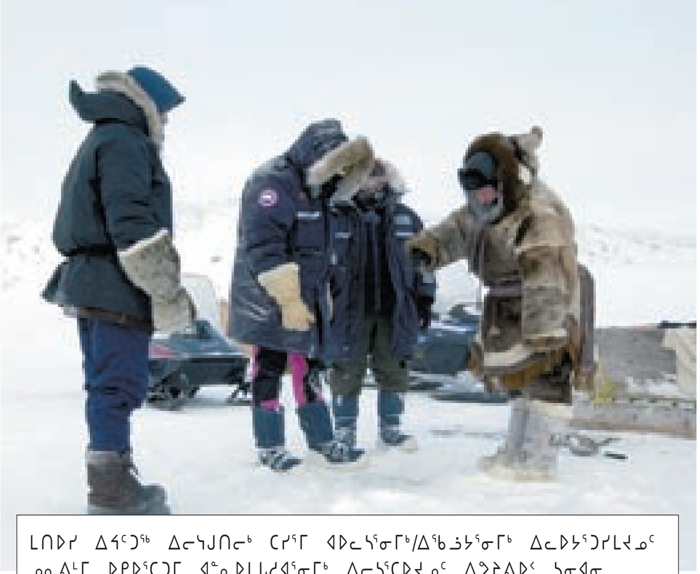
As explained on their web site, besides their winter survival courses, NASTC also offers First Aid training, summer survival, guide training, a navigation course, as well as adventure expeditions and trips for eco-tourists. Their present board of directors is made up of Paulusi Novalinga, Aisara Kenuajuak,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

ᐱᐊᕐ ᓛᒻᐱᐊ ᐃᓱᕐᓇᖅ ᐃᓪᓗᕕᒐᕐᒥ.
Pierre Lambert in the comfort of an igluq.

COMPLIMENTS: PIERRE LAMBERT

ᐃᓚᖃᕐᒥᔪᖅ ᐋᓐᓂᑐᓕᕆᓂᕐᒥᒃ, ᐊᐅᔭᒃᑯᑦ ᐊᓐᓇᐅᒪᓂᕐᒥᒃ, ᐊᐅᓚᑦᓯᔨᐅᓂᕐᒥᒃ ᓄᓇᒥ, ᐊᓯᐊᑦᑌᓕᒍᑎᓂᒃ ᐃᓕᓴᕐᓂᒥᒃ ᐊᒻᒪᓗ ᕿᒥᕈᖕᒍᐊᕐᓂᒥᒃ ᐅᒪᔪᕐᓯᐅᖃᓂᓗ ᒪᕐᕋᓐᓂᒥᒃ. ᐅᓪᓗᒥ ᑲᑎᒪᔨᖁᑎᖃᕐᑐᑦ ᐅᑯᓂᖕᒐ ᐸᐅᓗᓯ ᓄᕙᓕᖕᒐᖅ, ᐁᓴᔭ ᕿᓐᓄᐊᔪᐊᖅ, ᐲᑕ ᐃᑦᑐᑲᓪᓚᒃ, ᐊᑕᒥ ᓯᕗᐊᕋᐱᒃ, ᔪᐊᓂ ᐅᕐᕋᑦᑐᖅ, ᔭᑯᓯ ᐃᑦᑐᑲᓪᓚᒃ ᐊᒻᒪᓗ ᔦᒥᓯ ᓄᕙᓕᖕᒐᖅ.



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

BOB GEARING

ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔫᖕᒥᓐᓂ ᒪᕐᕈᓕᐊᕈᕐᒥ ᖃᖕᒐᑦᑕᔫᕐᑎ Captain David Palfreeman/ᑖᕕᑦ ᐹᓪᕗᐃᒪᓐ ᐃᓚᒥᔭᐅᓯᒪᔪᖅ ᐃᓕᓴᕐᑐᓄᑦ ᐅᐱᖕᒑᖕᒐᓂ 2002. ᖃᖕᒐᑦᑕᔫᕐᑎᐅᓕᕐᑐᖅ ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔫᖕᒥᓐᓂ 1993ᒥᓂᑦ. ᐃᓕᓴᕐᑐᕕᓃᕉᖅ ᖃᓄᖅ ᐅᑕᕐᑭᒥᐊᒥᒃ ᕿᓂᕐᑐᓂᒃ ᒥᒥᐊᖃᑦᓴᓂᕈᑎᒃ ᓄᓇᑐᐃᓐᓇᑐᑦ. "ᑐᑭᓯᓚᐅᒥᒍᑎᐅᑦᓯᓂ ᐊᓯᐅᒍᐊᕐᓇᓇᐊᖕᒐ ᖃᓄᕐᓗ ᑕᒫᓂᑐᐃᓐᓇᖅ ᐃᓂᓕᐅᕈᓐᓇᓇᐊᒥᒃ. ᖃᐅᔨᑦᓯᑕᓗ ᐊᑦᔨᐅᖕᒥᒻᒪᓇᒥᐊᖕᒐ ᓄᓇᑐᐃᓐᓇᖅ ᓇᔪᕐᑕᐅᓚᕋᒥ ᖁᓚᐅᑉᐸᑲᓗᐊᕐᓯᒍ. – ᐊᑦᔨᒌᑐᐃᓐᓈᓘᔮᕐᓯᓂᓗ – ᖃᐅᔨᒪᓪᓚᓇᑦᑕᐅᖕᒥᓐᓇᒥ ᐊᐅᓚᑦᓯᔨᒋᓚᐅᔪᔭᑦᑎᑐᑦ."

ᐃᓕᓴᔨᖕᒥᑦ ᓇᓗᓀᕐᓯᒥᐊᓪᓚᖃᑦᑕᓚᐅᕐᑐᑦ ᐱᐅᓂᕐᐸᐅᒥᐊᖕᒐ ᓅᑦᑌᓕᑐᐃᓐᓇᓗᓂ, ᑕᒪᑐᒥᖕᒐᓗ ᑐᑭᓯᓯᒪᑦᓯᓂ ᕿᓂᕐᑐᓂᒃ ᐊᐅᓚᑦᓯᖃᑦᑕᓯᒪᑦᓯᓂ ᐊᓯᐊᒪᔪᓂᒃ ᐅᑭᐅᕐᑕᑐᒥ. "ᕿᓂᖃᑕᐅᖃᑦᑕᓯᒪᔪᖕᒐ ᑕᑯᕙᑦᓯᑕᓗ ᓯᑭᑑᒥᒃ ᐃᓄᑦᑕᖕᒐ ᑕᑯᕋᑦᑕᓚᖕᒐᑦᓯᒍ ᐃᑲᐅᕐᓃᑦ ᐊᒥᓯᑦ ᐅᓪᓗᐃᓘᓐᓂᑦ ᓈᒻᒪᑕ ᑭᓯᐊᓂ, ᓯᑭᑑᓪᓗ ᐃᓂᖃᕋᒥᒃ ᑖᓂᕐᑐᓂᕐᓴᐅᓯᑎᓪᓗ ᑕᑯᔭᐅᕐᑲᑦᑕᑦᓯᒪᓂᕐᓴᐅᒪᑕ.

Palfreeman ᖁᕕᐊᓯᓚᐅᔪᒻᒥᔪᖅ ᐃᓚᖃᕐᓯᒪᒥᐊᒥᒃ ᐃᓄᓐᓂᒃ ᖃᖕᒐᑦᑕᔫᓕᓇᓂᐅᑉ ᓯᓚᑖᓂ ᓄᓇᓖᓪᓗ. ᐊᐅᓚᑦᓯᔨᒥᓂᒃ ᑕᑯᓯᒪᓚᐅᔪᖅ ᓯᕗᓂᐊᒍᑦ, ᐳᕕᕐᓂᑐᒥ ᑐᑦᑕᕕᖃᕐᓯᒪᒐᒥ ᓄᓇᓕᒻᒥ ᑕᑯᕙᑦᓯᒥᑦ, ᐃᑭᒪᑎᓪᓗᒥᓪᓗᓃᑦ ᑎᒻᒥᔫᒥ. "ᑕᑯᒥᐊᖕᒥᑦ ᓯᓚᒥ ᒥᑭᓪᓕᑎᕐᓇᑐᖅ, ᓱᓇᖃᖕᒥᑲᓴᑦᑐᒦᑦᓯᓂ, ᐃᓱᒪᒋᑦᓯᒥᓪᓗ ᖃᓄᐊᓗᒃ ᐃᓄᐃᑦ ᐃᓅᒍᓐᓇᐸᓐᓂᒪᖕᒌᑕ ᐊᕐᕋᒍᓂ ᐊᒥᓱᕐᔪᐊᓂ ᓯᓇᖃᑦᓯᐊᕋᑎᒃ ᐊᔪᒉᑦᑐᒪᓇᐊᓗᒃ. ᐃᒣᑦᓯᒪᒻᒫᕈᑎᐅᖕᒥᑲᓗᐊᕐᓯᓂ ᐃᓕᓴᕐᓂᒥ, ᑐᑭᓯᒥᐊᓪᓚᓇᐊᖕᒐ ᐱᐅᔪᖅ."

ᑌᒪᓗ, Patrick Quesnel ᐊᑐᐃᓐᓇᐅᓂᕐᓴᐅᔪᓇᓕᕐᑐᖅ ᖃᖕᒐᑦᑕᔫᕐᑎᐅᓂᕐᒍᑦ ᓄᓇᕕᒻᒥ, ᐱᓇᓱᑦᑎᑖᓇᔭᐅᑦᓴᕈᓂ ᐃᓄᐃᑦ ᖃᖕᒐᑦᑕᔫᖕᒥᓄᑦ. ᐊᐅᓚᔨᔪᖅ ᐳᐃᒍᖃᔭᖕᒥᓂᕐᐹᒥᓂᒃ ᐃᓕᓴᕐᑕᐅᓯᑎᒃ, ᐅᓐᓄᐊᑯᑦ, ᐃᓪᓗᒥᓃᑦᓯᓂ−35ᒦᑦᑎᓗᒍ ᕿᐅᓐᓇᓂᖕᒐ ᓯᓚᐅᑉ. "ᐃᓄᑑᑦᓯᖕᒐ ᑕᑯᓐᓇᐅᒪᕐᓯᒥᑦ ᓴᕕᐅᔭᕐᑐᐊᑦ ᐊᕐᕿᓯᕐᑕᕕᓂᒃᑲ ᐃᓱᒪᑦᓯᖕᒐᓗ "ᐱᐅᔪᕋᑕᒫᓐᓈ," ᐃᒣᓕᒥᐊᓪᓚᓯᓂᓗ, "ᐱᕕᑦᓴᖃᕈᕕᑦ ᐃᓕᓴᕐᓂᒥᒃ ᑕᒪᑐᒥᖕᒐ ᐆᑦᑐᕋᑦᓴᕋᑦᑕᓇᔭᑦ." ■

ᐱᓇᓱᒐᖃᕐᓂᓅᓕᖕᒐᔪᓂᒃ ᖃᐅᔨᒪᔨᐅᔪᖅ ᐳᕋᓐ ᑮ. ᒥᓐᓗ ᐳᕕᕐᓂᑐᕐᒥᐅᓗ ᓯᕗᓕᕐᑎᖕᒐᑦ ᐸᐅᓗᓯ ᓄᕙᓕᖕᖕᒐᖅ ᓄᓇᕕᒻᒥ ᐅᑭᐅᕐᑕᑐᒥ ᐊᓐᓇᐅᒪᒐᓯᐊᕐᓂᒥᒃ ᐃᓕᓯᒍᑎᓂᒃ ᑐᑭᓯᑎᑦᓯᒍᑎᖃᕐᑑᒃ ᒪᑭᕝᕕᑯᑦ ᐊᕐᖀᒍᑕᓖᕐᓯᐅᑎᒥᓂᒃ ᑲᑎᒪᓂᖕᒐᓐᓂ.
Business consultant Brian K. Min and Puvirnituq Mayor Paulusie Novalinga made a presentation about NASTC at the Makivik AGM.

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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." ■