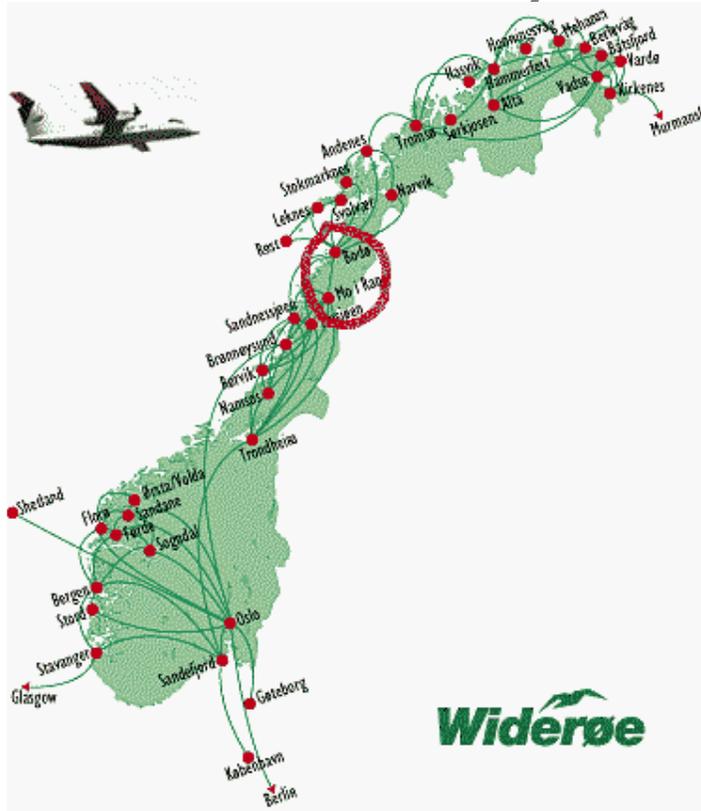


## A Flight Bodo – Mo i Rana with Wideroe of Norway



Return at 22.20, she said, yes, there are seats available. But you have to pay two single fare tickets if you are to return the same day on the Summer Special price. Ok, I said.

I walked in to Bodo Airport on Sunday evening to check price and availability of seats for a Wideroe flight from Bodo to Mo i Rana and back on Monday. Just to have taken a flight on this very special airline and in this very special aircraft de Havilland Dash 8. Wideroe have an extensive network covering the whole of rural Norway with lots of flights to small communities with its small STOL airports. Yes I got my ticket, and I got the low return fare as well. Nice, Wideroe!

After visiting and taking a guided tour of the Norwegian Aviation Museum, learning about the development of flight in Norway, the war from a Norwegian Air Force point of view and about the Norwegian airline business development the next day, I went to Bodo Airport in the evening.



## NORSK LUFTFARTSMUSEUM

Norwegian Aviation Museum

Bodo Airport is situated almost in the city, only 2 kms from the city center. From the Radisson SAS Hotel you have a spectacular view of take-offs and landings, if you have the right room. I had.

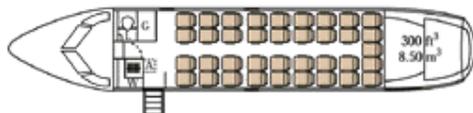
In Sweden many flights are cancelled during the summer season. Business is slow and private air travel does not make up to maintain all flights. In Norway flying is for all. You have to fly if you don't want to spend all day on the winding roads of the country, or go by slow-boat.

There are five flights a day from Bodo to Mo i Rana, this little community of 25,000 persons, every day. My flight WF 735 was to leave Bodo at 20.25 from Gate 13 in the spacious modern terminal building. Several gates are equipped with covered boarding bridges. Bodo is situated above the Polar Circle and as light and nice it is in summer as windy, snowy, dark and rough it is in winter, hence the boarding bridges. Gate 13 is just stairs down to the tarmac, though.

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There were 28 passengers this evening going to Mo i Rana, Mosjoen, Sandnessjoen or the final destination Bronnoysund. The Dash 8 (LN-WIH *Oslo*) had a nice spacious big airliner interior with 9 rows of 2-by-2-seating and an extra seat in the last row.



The door closed, propeller blade securing was removed, the two turboprop engines started, flaps down and we started to taxi to runway 26, onto the runway and full throttle and up in the air in a couple of seconds. The Dash 8 turned southward to Mo climbing to 12,000 ft over the mountains and fjords of Norway. It is spectacular and dramatic. There were clouds covering part of it but not that much. I bought a Coke (15 kroner). After almost no level flight the descent to Mo started. I have landed at Mo in the Flight Simulator and it is difficult with all those mountains around the airport. How they do the real flying in bad weather and low clouds I don't know.

Soon you could see Mo community on your left and that meant landing on rwy 32 at Rossvoll Airport. Descending, full flaps down, landing gear out and a steep left bank and the runway in sight. Soon the 25,000 pound or so aircraft sat down perfectly on the runway and full brakes. After taxiing to the apron the engines stopped, propeller blades secured and the door opened. The airport building is modern, spacious, glasscovered and efficient. Well suited for this community I can imagine. Passengers baggage is driven inside the building, the truck making a U-turn in the arrival area. That's a new for me.



Click on the image to get a [larger view](#) (66Kb)

© Knut Sverre Syvertsen

Information on and images of [Mo i Rana](#)

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We landed almost on time so that meant a wait for the return flight of one and a half hour. The little café was closed but, hey, there were sandwiches, cookies and a thermos of coffee on the counter. You help yourself and pay in a small money box on the counter. So Rossvoll Airport café – I paid 25 kroner for a cup of coffee and a sandwich. I relaxed, read the *Airport* magazine (Norwegian Air Authority) and *Perspektiv* (Wideroe inflight magazine). Passengers started to come in, only a few. I checked in. Suddenly a Dash 8 landed. This was not my flight WF 788 from Oslo and Bronnoysund, it was to early, but WF 746 from Trondheim and Rorvik and ending it's flight at Mo i Rana 21.45.

The airport attendant announced a ten-fifteen minutes delay of my flight. Ok. Eventually you could see the Dash 8 in the sky and in a few minutes it landed.

We soon embarked LN-WIG *Finnmark* and the same procedure as always (I imagine) took place. Door closed, engines started, full flaps already down, taxiing to runway 32. Full brakes, full throttle and brakes released and a kick in the back and after an amazingly short roll up in the air, gear up, turning left to avoid the terrain and further up soon passing the Svartisen glacier.



© Geir Arne Thingstad

Landing at Bodo was from the west on runway 8. After a smooth flight the Dash 8 made a nice right turn and a short final into BOO.

To me this was fun and a couple of hundred kroner well spent. Do it yourself sometime.

**WF 735**

**MON-FRI**

**WF 788**

**MON-FRI**

<b>BODO, DEP</b>	<b>20.25</b>	OSLO, DEP	19.35
<b>MO I RANA, ARR</b>	<b>20.55</b>	BRONNOYSUND, ARR	21.15
MO I RANA, DEP	21.10	BRONNOYSUND, DEP	21.35
MOSJOEN, ARR	21.40	MO I RANA, ARR	22.05
MOSJOEN, DEP	21.55	<b>MO I RANA, DEP</b>	<b>22.20</b>
SANDNESSJOEN, ARR	22.15	<b>BODO, ARR</b>	<b>22.50</b>
SANDNESSJOEN, DEP	22.30		
BRONNOYSUND, ARR	22.45		

#### Links

[Wideroe Home Page](#)  
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[Nordland County Tourism](#)  
[Mo i Rana Info](#)  
[Norwegian Aviation Museum](#)  
[Knut Sverre Syvertsen Home Page \(Wideroe Pilot, nice images\)](#)  
[Geir Arne Tingstad Turbo Pages](#)  
[Radisson SAS Hotels \(Internet Online Booking\)](#)

(1998-Jul)