

From the Atlantic Ocean to the Black Sea – a Mediterranean Odyssey

The entry of Romania and Bulgaria to the European Union on 1st January 2007 has created an unprecedented union of friendly countries stretching from the Atlantic Ocean to the Black Sea. Born in 1957 out of the chaos of World War 2, and re-vitalised after the collapse of the Soviet Empire, the European Union is triumph of diplomacy over war. This series of flights from the beaches of Portugal to the shores of the Black Sea is a celebration of 50 years of unprecedented peace in Europe.

Our winged odyssey takes us from mainland Europe's most westerly point (Cape Roca) to Gibraltar, Andaluçia, Murcia, Valencia, Catalonia, the Costa Brava, the Languedoc, the French Riviera, Monte Carlo, the island of Corsica (Fr), Italy, the Adriatic Sea, Albania, Northern Greece, Thessaloniki, the Aegean Sea, the Dardanelles, the Sea of Marmara, the Bosphorus, and finally the Bulgarian and Romania shores of the Black Sea. The route sometimes diverts to areas of scenic interest or to take advantage of the cheaper landing charges and fuel at smaller airports. Some of these smaller airfields are challenging. The legs were designed to be flown in daytime VFR so be careful at night and check the TAFs/METARs if necessary. The payload throughout consists of ancient DC3 devotees and their long-suffering companions (4685 lbs). All the payware sceneries were purchased and tested by me but I cannot promise they will work properly on every system. Some of the mesh sceneries do not align exactly with the FS9 default scenery.

Leg 1

The trip begins at Tires airfield near Cascais, Portugal, some 15 nm (25 km) west of Lisbon. The airfield is home to a large Aerocondor fleet of Cessna 182s with several Dornier 228 and Shorts 360 aircraft for cargo and passenger duties. It is the busiest GA airfield in the country and, being sunny Portugal, VFR is usual. Soon after take-off the route passes the most westerly point on the European mainland – Cape Roca (Cabo da Roca). After this it heads south to Gibraltar. Lisbon (the capital) is on the left after the CA NDB and you should be able to pick out the Vasco Da Gama Bridge over the River Tagus (*use spot view*). At 10.6 miles (17.5 km) this is the longest bridge in Europe. Later on the route passes over the sherry-producing areas of Spain (Jerez). The Rock of Gibraltar is a UK territory and is the home to a large British naval base controlling the entrance to the Mediterranean Sea.

Fuel on board: 480 galls. Estimated: 165 galls.

Recommended scenery: tires2005.zip with tires2005_update.zip Iberiasrtm2.zip (all at Avsim). Sim-Wings Gibraltar 2004.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 35	Init. Hdg: 355 deg	Init. Alt: 750 ft	Apt Elev: 326 ft			
Cascais -Tires (LPCS) Portugal To Gibraltar (LXGB) UK	Departure:						
	To CAS VOR/DME 114.30. Take off Rwy 35. Climb at 85 kts to 750 ft altitude.....				355deg	1.3nm	00+01
	Enroute:						
	To Fix01. Turn left and track till 8.0nm from CAS VOR. Climb to 2000 ft.....				310deg	8.0nm	00+06
	To Fix02. Turn left and follow coast till clear of Cape Roca.....				195deg	3.2nm	00+02
	To CA NDB 359.0. Turn left. Climb to 3000 ft.....				115deg	8.0nm	00+05
	To ESP VOR/DME 112.50. Climb to 6000 ft.....				163deg	19.6nm	00+09
	To JRZ VOR/DME 113.00. Maintain 6000 ft min altitude.....				127deg	178.5nm	01+10
Approach:							
To Fix03. Descend not below 4000 ft until 10 nm from GBR DME 113.60. When visual with airfield descend to 1500 ft.....				150deg	43.8nm	00+18	
To Fix04. Descend to 1000 ft on left base for Rwy 9. Look out for runway extension into sea.....				150deg	5.2nm	00+03	
To Rwy 09. Turn finals. Watch out for the town road crossing the runway. Enjoy the Rock and say hello to the apes!.....				092deg	4.0nm	00+03	
Land: Gibraltar runway 9. Length: 6,555 ft Width: 150ft Surface: Asphalt							
Flight No. 649-01-01	Arrival Airport Elev: 16ft		Estimated totals for this flight>>>			272 nm	01+57

Leg 2

This leg takes us up the eastern coast of Spain (Province of Andalucía). The route passes over Malaga (LEMG); about 20 nm west of Malaga city it leaves the coast and goes over the mountains towards Granada. The mix of coastal and mountain scenery is spectacular (especially if you use the Mesh scenery recommended above, or similar). Landing and fuel rates are high at Granada (LEGR) so our destination is the nearby Armilla airbase. The 'oldies' will be ferried by coach to their hotel in Granada. Granada was the last Muslim city in Spain to fall to the Christians (1492). It is famous for the Alhambra, an architectural jewel made up of a series of palaces and gardens built by the Muslims ('Moors') in the 14th century. This great compound stands at the foot of Spain's highest mountain range, the Sierra Nevada, overlooking the city below and the fertile plain of Granada. For more information see <http://www.andalucia.com/cities/granada.htm>

Fuel on board: 310 galls remaining. Estimated 75 galls. Re-fuel at LEGA.
Recommended scenery: Iberiasrtm2.zip

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 9	Init. Hdg: 092 deg	Init. Alt: 1500 ft	Apt Elev: 16ft			
Gibraltar (LXGB) UK to Armilla AB (LEGA) Spain	Departure: To Fix01. Take off Rwy 9. Climb 1500 ft to 4 nm GBR DME 113.6.....				092deg	4.0nm	00+02
	Enroute: To RMA NDB 330.0. Turn left. Follow coast. Climb to 7500 ft.....				056deg	52.6nm	00+22
	To Fix02. Maintain heading until 7.5 nm R203 MGA VOR/DME 112.00.....				056deg	3.5nm	00+01
	To Fix03. Turn right. Follow coastal road until 30.8 nm R159 GDA VOR/DME 113.40.....				092deg	33.8nm	00+14
	Approach: To GR NDB 285.0. Turn left. Follow main road up valley over mountains. When visual with Granada (LEGR) descend to 4500 ft.....				353deg	28.8nm	00+12
	To GRA NDB 412.0. [Do not land at LEGD]. Track direct to beacon. Descend to 2900 ft. Armilla (LEGA) at 2 o'clock.....				094deg	7.8nm	00+04
To LEGA. Turn right for finals Rwy 18. Short field.....				180deg	4.0nm	00+02	
Land: Armilla runway 18 Length 4265 ft Width: 98 ft Surface: Asphalt							
Flight No. 649-01-02	Arrival Airport Elev: 2251ft			Estimated totals for this flight>>>		131nm	00+56

Leg 3

This leg begins with a flight over the Sierra Nevada (Snowy Range) and close to Spain's highest peak, Mulhacén (11414 ft). These are the most southerly ski slopes in Europe and the mountains form part of the Sierra Nevada National Park. ([http://en.wikipedia.org/wiki/Sierra_Nevada_\(Spain\)](http://en.wikipedia.org/wiki/Sierra_Nevada_(Spain))). The route follows a river up into the central mountain range. There is a steep climb up a narrow valley to clear the summit not below 10600 ft. If you are ultra cautious you can make climbing turns around Fix09. After a time, the route descends and we level out over a long plain in the general direction of the university city of Murcia. (<http://www.alicante-spain.com/murcia.html>). Often referred to as the 'Costa Blanca' the coastal scenery between here and Alicante is stunning, so we fly low to get good views. After Alicante the route leaves the coast and there is a short, twisting section through mountains before picking up a main road in a valley which leads out to a wide plain with orange and olive groves some 50 nm from historic and lively Valencia, Spain's third largest city. Near the airfield we overfly a large freshwater lake, L'Albufera, one of the prime wetland habitats of Eastern Spain. In the Middle Ages the lake was ten times its present size. Fed by the river Turia, its level is controlled by sluice gates in channels connecting it to the sea.

Fuel on board: 480 galls. Estimated 198 galls.

Recommended scenery: Iberiasrtm2.zip; af2_levc_183911.zip (runway, taxiway accuracy).

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 18	Init. Hdg: 198 deg	Init. Alt: 10,600 ft	Apt Elev: 2251 ft			
Armilla AB (LEGA) Spain To Valencia (LEVC) Spain	Departure:						
	To Fix01. Continue on runway heading until 400ft.....				180deg	1.7nm	00+01
	Enroute:						
	To Fix04. Turn right and start your climb towards 10,600ft. Waypoint reached when GRA NDB (412.0) bears 270deg.....				014deg	10.1nm	00+05
	To Fix 05. Follow river initially on right then on left up ravine. [use mini-panel – in cockpit view press 'W']. Fix reached when GDA DME (113.40) reads 28.9 nm (280R).....				108deg	12.4nm	00+08
	To Fix 06. Turn right. Waypoint reached when DME reads 31.9nm (284R).....				138deg	3.8nm	00+02
	To Fix 07. Turn right and head towards the saddle.....				191deg	2.6nm	00+01
	To Fix08. Turn right and head down the valley. Start your descent to 7,500ft. Waypoint reached when DME reads 33.1nm (300R).....				196deg	6.4nm	00+03
	To Fix09. Turn left. Waypoint reached when 14.2nm on R351 AMR VOR/DME 114.10...				086deg	50.3nm	00+22
	To Fix 10. Turn left, and when terrain permits descend to 3500 ft. Pass Murcia on left. Fly direct to the small island in the lagoon (5.6nm on R142 VSJ VOR/DME 113.00).....				066deg	85.2nm	00+35
	To ALT VOR/DME 113.80. Turn left follow 016R.....				016deg	34.4nm	00+15
	To Fix11. Follow ALT 047R. Waypoint reached when you cross the coast.....				047deg	17.8nm	00+08
	To Fix12. Just short of a deep sided lake near the shore turn left and climb rapidly to 5000 ft. Keep a good lookout for mountain peak on right.....				027deg	6.4nm	00+03
To Fix 13. When you are just past the peak turn right. A shallow valley will soon appear on your left.....				043deg	4.4nm	00+02	
To Fix14. Turn left into the valley and follow road on the left hand edge. Maintain 5000 ft. Tune the ADF to PND NDB 340.0. Waypoint reached when the ADF reads 006.....				293deg	10.1nm	00+06	

	<p>Approach: To PND NDB 340.0. Descend to 1800 ft when clear of mountains. Keep a lookout for a large lake ahead – L’Albufera..... To Rwy 30. Turn left on to finals.....</p> <p>Land: Valencia runway 30 Length: 8889 ft Width: 148 ft Surface: Asphalt</p>	006deg 300deg	43.6nm 6.3nm	00+20 00+04	
Flight No. 649-01-03	Arrival Airport Elev: 226 ft	Estimated totals for this flight>>>		302nm	02+19

Leg 4

This section takes us from the vast fruit producing area around Valencia (*huerta*) into the province of Catalonia and over the beaches of the Costa Brava (Salou, Sitges). The route takes us over Barcelona, Spain's second largest city and capital of Catalonia. Look out for the monastery at Montserrat to the NW. The route follows the coast to the Tordera river which we track until close to the airfield at Girona. The Pyrenees will be clearly seen to the N and NW.

Fuel on board: 270 galls. Estimated 161 galls. Re-fuel at LEGE.
Recommended scenery: Iberiasrtm2.zip; Sim-Wings Girona 2005 is excellent.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 30	Init. Hdg: 063 deg	Init. Alt: 2000 ft	Apt Elev: 226 ft			
Valencia (LEVC) Spain To Girona (LEGE) Spain	Departure:						
	To Fix02. After take off immediately turn right. Waypoint reached at 2000ft ASL.....				063deg	8.2nm	00+05
	Enroute:						
	To Fix03. Turn left. Climb to 5500 ft. Tune Nav 1 to RES VOR/DME 114.20, and set the OBS to 045deg. Waypoint reached when lakes abeam on left, and OBS centres.....				024deg	28.4nm	00+18
	To RES VOR/DME 114.20. Maintain 5500 ft.....				045deg	93.4nm	00+40
	To Fix04. Turn right. Fly heading until 23.2 nm from RES VOR/DME 114.20.....				088deg	23.2nm	00+10
	To QUV VOR/DME114.3. Turn left. Maintain 5500 ft. Pass over beaches of Costa Brava – Salou, Sitges. Keep a good lookout, busy airspace over Barcelona.....				072deg	19.4nm	00+08
	Approach:						
	To Fix05. Turn left. Make a slow descent to 1600 ft and follow coast to estuary of Tordera River. Waypoint reached when you are on R183 16.9nm from GRN VOR/DME 114.10. Look out for bridges.....				058deg	37.4nm	00+16
To Fix06. Turn left and follow river. Waypoint reached when GRN is 9.6nm.....				334deg	9.1nm	00+06	
To Fix07. Follow river to the right until you are on a heading of 050deg. Tune ADF to 330.0 G NDB. When RMI reads 019 deg commence left turn on to finals Rwy 2.....				050deg	3.8nm	00+02	
To runway.....				018deg	4.2nm	00+03	
Land: Girona runway 2 Length: 7874 ft Width:148 ft Surface: Asphalt							
Flight No. 649-01-04	Arrival Airport Elev: 466 ft			Estimated totals for this flight>>>		228nm	01+49

Leg 5

This leg takes our intrepid travellers over the Pyrenees using a Second World War escape route (in reverse) (<http://www.ariège.com/histoire/chemin.html>). After taking off we head west for about 85nm until we arrive at three lakes, the site of the town of Esterri. From here we turn north northeast along a valley before passing the high point of the Ariège section of the mountains – Mount Valier on the left. Shortly after this near another lake we pick up a road and follow this to the small aerodrome at St. Girons. In the circuit, right downwind and base are over high ground and must be flown accurately.

Fuel on board: 520 galls. Estimated 130 galls

Recommended scenery: Iberiasrtm2.zip; Sim-Wings Girona 2005 is excellent.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 2	Init. Hdg: 018 deg	Init. Alt: 1200 ft	Apt Elev: 469 ft			
Girona (LEGE) Spain To St. Girons (LFCG) France	Departure: To GRN VOR/DME 114.10. Take off Rwy 2. Maintain heading. Climb to 1200 ft.....				018deg	2.3nm	00+02
	Enroute: To Fix01. Turn left. Immediate hard climb to 5000 ft. Pyrenees ahead. Note river and lakes on right. River turns north at about 24 nm from GRN VOR/DME 114.10. Maintain heading. Climb 7500 ft. Pass over river at 52 nm from GRN VOR/DME 114.10. Not below 7500 ft. Waypoint reached at 62.0 nm from SLL VOR/DME 112.0 R122.....				278deg	84.4nm	00+48
	To Fix02. Turn immediately right and commence climb to 8500 ft. Follow river and lakes north-eastwards.....				022deg	15.2nm	00+08
	To Fix03. Continue to follow road and river up valley. Climb to 10500 ft at 100 knots. Waypoint when you can see a lake on your left.....				034deg	16.0nm	00+09
	To Fix04. Turn left up the valley towards the lake in the floor. Follow road. Not below 10500 ft. Waypoint reached at 87.5 nm from GRN 123R.....				339deg	11.9nm	00+06
	To Fix05. Turn right to 024deg and follow the valley to the right and follow road over ridge. Descend to 10000 ft.....				024deg	5.5nm	00+03
	Approach: To Fix06. Once over the ridge, slow to 100kts, drop the gear and flaps and start a 800 FPM descent to 4700 ft. Tune ADF to TW 406.0. Waypoint reached when the ADF reads 354deg.....				039deg	4.4nm	00+03
	To Fix07. Turn left, head towards NDB and continue descent to 4700 ft. You will see a crossroads in front of you. One of the roads heads away from you towards the North West, and you should see the aerodrome by the right hand side of the road not far from the cross roads.....				354deg	3.7nm	00+02
	To Fix08. Turn left and join right hand circuit for runway 34. Descend to 4000 ft.....				336deg	8.8nm	00+06
	To Fix09. Maintain 4000 ft.....				070deg	3.9nm	00+02
	To Fix10. Turn right downwind and descend to 3100 ft.....				160deg	2.8nm	00+02
	To Fix11. Turn right base. Descend to 2100 ft.....				255deg	3.0nm	00+02
To Runway. Turn right for short finals.....				337deg	1.5nm	00+01	
Land: Rwy 34 St Girons Length: 3609 ft Width: 98 ft Surface: Macadam							
Flight No. 649-01-05	Arrival Airport Elev: 1368 ft		Estimated totals for this flight>>>			163 nm	01+33

Leg 6

This section takes us from the foothills of the Pyrenees via the Languedoc, Camargue and Provence coastal regions to the Cote d'Azur (the French Riviera). We fly over the industrial area around Marseille before turning for the coast and the fleshpots of St.Tropez, Cannes, and Nice.

Fuel on board: **377** galls: Estimated: 190 galls. Re-fuel at Nice.

Recommended scenery: FranceVFR Flight Riviera Autogen and Base Pack for Cote d'Azur (<http://www.francevfr.com>)

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 34	Init. Hdg: 337 deg	Init. Alt: 2500 ft	Apt Elev: 1368 ft			
St. Girons (LFCG) France To Nice/Cote d'Azur (LFMN) France	Departure: To Fix01. Dep Rwy34. Fly Rwy heading. Climb to 2500 ft.....				337deg	5.2nm	00+03
	Enroute: To CS NDB 345.0. Turn right. Climb to 5000 ft.....				083deg	51.1nm	00+26
	To ZR NDB 397.0. Maintain 5000 ft. Keep a lookout for Canal du Midi.....				085deg	47.4nm	00+20
	To FG NDB 339.0. Turn left. This is the Languedoc region. Maintain 5000 ft.....				069deg	34.7nm	00+15
	To MAR NDB 383.0. Turn right. This section routes over the Camargue region. Cross R. Rhone about 9 nm east of ITR VOR 115.70 and enter the region of Provence. Fly over the industrial area around Marseille. Maintain 5000 ft.....				096deg	49.0nm	00+21
	To ALM NDB 430.0. Fly heading.....				085deg	9.8nm	00+04
	Approach: To STP VOR/DME 116.50. Turn right. 8nm before STP begin descent to 3000 ft.....				109deg	56.8nm	00+24
	To Fix02. Follow the coast initially. Note strict noise abatement over land. With field in sight descend to 1200 ft.....				050deg	31.4nm	00+14
	To Fix03. Turn left on to right base for Rwy 4L. Descend not below 900 ft.....				360deg	2.4nm	00+01
	To Rwy 4L. Turn right on to finals.....				046deg	3.9nm	00+02
Land: Rwy 4L Nice/Cote d'Azur Length: 9713 ft Width: 148 ft Surface: Asphalt							
Flight No. 649-01-06	Arrival Airport Elev: 13 ft		Estimated totals for this flight>>>			292nm	02+10

Leg 7

This part of the route passes the tiny principality of Monaco soon after take-off. Monte Carlo is famous for its Formula 1 Grand Prix and as the home of Grace Kelly after she married Prince Ranier. The harbour and casinos are populated by super-rich tax exiles. If you leave in the early morning just before dawn you will see the lights of the Monaco football stadium, the Royal Palace, and Monte Carlo below. Soon after, the route turns south-east over the sea towards the beautiful, mountainous island of Corsica, birthplace of Napoleon Bonaparte. Cross the coast at a small inlet and follow the valley to the town of Cortes. The approach to Rwy 13 at Cortes is VFR only and is very challenging in a large aircraft like the DC3. It must be flown precisely. At Fix04 Cortes airfield (LFKT) is in your ten o'clock, southeast of the town. Fly left base with 3/4 flaps, gear down and fine pitch – full flaps on finals.

Fuel on board: 240 galls: Estimated 104 galls.

Recommended scenery: FranceVFR as for 649-01-06. Also FranceVFR FlightCorse autogen and base pack.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 4L	Init. Hdg: 067 deg	Init. Alt: 2500 ft	Apt Elev: 13 ft			
Nice/Cote d'Azur (LFMN) France To Corte (LFKT) Corsica, France	Departure:						
	To Fix 01. After take off turn right. Climb to 2500 ft. Waypoint reached at 8.3 nm R104 NIZ VOR/DME 112.40.....				067deg	12.5nm	00+08
	Enroute:						
	To MIKRU. Turn right. Climb to 9500 ft, waypoint reached at 13.8 nm R115 NIZ.....				130deg	5.8nm	00+03
	To PIRAM. Turn left. Continue climb to 9500 ft waypoint reached at 34.9 nm R115 NIZ...				115deg	21.1nm	00+11
	To KERIT. Fly heading. Maintain 9500 ft to 63.6 nm R115 NIZ VOR/DME 112.40.....				115deg	28.7nm	00+12
	To AKUTI. Fly heading. Maintain 9500 ft to 45.7nm R330 BTA VOR/DME 114.15.....				115deg	16.7nm	00+07
	To EVRI. Turn right. Maintain 9500 ft.....				150deg	12.1nm	00+05
	To MILNO. Fly heading. Maintain 9500 ft to 22.6nm R330 BTA VOR/DME 114.15.....				150deg	11.0nm	00+04
	Approach:						
	To Fix02. Turn right. Descend to 8500 ft to 18.0nm R291 BTA VOR/DME 114.15.....				202deg	14.2nm	00+06
	To Fix03. Turn left. Descend to 7500 ft. Slow to 120 knots. Flaps ¼. Waypoint at 14.5nm R272 BTA.....				158deg	6.3nm	00+02
	To Fix04. Turn right. Descend at 800FPM to 4100 ft. Flaps 1/2. Slow to 100 knots. Follow main road up valley. Flaps ¾. Gear down. Waypoint at 15.0nm R238 BTA.....				166deg	9.6nm	00+04
To Fix05. Turn right, and follow road on RHS of valley. Maintain 100 knots. Descend to 2500 ft.....				205deg	5.4nm	00+03	
To Fix06. Turn left. Continue to follow road. Maintain 100 knots. Descend to 2300 ft..				184deg	1.0nm	00+01	
To Fix07. Continue to follow road. Turn left. Maintain 100 knots. You should start see the aerodrome out of the front left window.....				179deg	1.9nm	00+01	
To Fix08. Turn left not below 2000 ft.....				139deg	0.5nm		
To Rwy 13. Turn left on to short finals.....				126deg	1.8nm	00+01	
Land: Rwy 13 Corte Length: 3081 ft Width: 66 ft Surface: Macadam <i>Taxi to parking on right near Rwy 31 threshold.</i>							
Flight No. 649-01-07	Arrival Airport Elev: 1131 ft			Estimated totals for this flight>>>		147 nm	01+09

Leg 8

We leave the ancient Corsican hill city using the south-easterly runway. Particular attention is needed re fuel load as this is a short runway and the passengers are, if anything, heavier than when we left Portugal. Too much good livin'! We climb out through the mountains, follow a valley to the coast and fly out over the sea (this part of the Mediterranean is the Tyrrhenian Sea). The route uses lower airway waypoints until it passes the island of Ischia at the entrance to the Bay of Naples. Ischia was home to the English composer William Walton (March Crown Imperial, Belshazzar's Feast) whose wife I was fortunate enough to meet in London many years ago. This is the longest flight over water in the entire journey.

Fuel on board: 240 galls. Estimated: 180 galls.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 13	Init. Hdg: 126 deg	Init. Alt: 1500 ft	Apt Elev: 1131 ft			
Corte (LFKT) Corsica, France To Naples (LIRN) Italy	Departure:						
	To Fix01. Waypoint at 1500ft.....				126deg	1.3nm	00+01
	Enroute:						
	To Fix 02. Turn right. Climb 3200ft. Waypoint at 22.7nm R207 BTA VOR/DME 114.15....				151deg	3.3nm	00+02
	To Fix 03. Turn left. Follow road/river down valley and climb 7500 ft. Waypoint at coast..				120deg	15.8nm	00+08
	To MAMAR. Turn left. Maintain 7500 ft to 51nm R269 OST VOR/DME 114.90.....				104deg	71.1nm	00+29
	To VALMA. Turn right. Maintain 7500 ft to 39nm R249 OST VOR/DME 114.90.....				133deg	19.9nm	00+08
	To ESINO. Turn left. Maintain 7500 ft to 32nm R218 OST VOR/DME 114.90.....				124deg	20.3nm	00+09
	To RIFFI. Turn left. Maintain 7500 ft to 26.9nm R314 PNZVOR/DME 114.60.....				105deg	34.6nm	00+14
	To PNZ VOR/DME 114.60. Follow 314R. Maintain 7500 ft.....				134deg	26.9nm	00+11
Approach:							
To ISKIA. Turn left, follow 106R, and start descent to 4,500ft. Track passes south of Ischia island dead ahead. The active volcano, Vesuvius, is in the eleven o'clock. Waypoint at 44.4nm PNZ.....				106deg	44.4nm	00+19	
To POM16. Turn left. Fly towards POM NDB 351.0. Descend 2500 ft.....				055deg	10.5nm	00+05	
To Runway.....				057deg	10.4nm	00+06	
Land: Land runway 6. Length: 8687 ft Width: 148 ft Surface: Macadam							
Flight No. 649-01-08	Arrival Airport Elev: 299 ft			Estimated totals for this flight>>>		259 nm	01+53

Leg 9

Taking off to the north east, note Vesuvius on the right. This is the only volcano to have erupted on the European mainland in the last hundred years. It's most famous explosion was in AD79 when it destroyed the cities of Pompeii and Herculaneum. The last eruption was in 1944. After this the route is over fairly uninteresting territory to the important port city of Brindisi. It functioned as a staging post for the Crusaders on their way to the Holy Land and in more recent times, for White Star and P&O liners en route from UK to Far East and India. It is now a crowded ferry port serving numerous destinations in Greece and North Africa.

Fuel: 520 galls. Estimated: 120 galls.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 6	Init. Hdg: 058	Init. Alt: 2800 ft	Apt Elev: 298 ft			
Naples (LIRN) Italy To Brindisi (LIBR) Italy	Departure: To POM VOR/DME 117.85. Climb 2800 ft.....				058deg	5.6nm	00+03
	Enroute: To GIO NDB 340.0. Turn right. Climb 7500 ft.....				092deg	114.5nm	00+48
	Approach: TO CD14. Watch for sea on left. Start descent and cross coast at 2000 ft. With airfield in sight descend to 1200 ft. Waypoint at 11.0nm R136 BRD VOR/DME 113.20.....				092deg	42.8nm	00+19
	To FD 14. Turn right to finals.....				136deg	2.0nm	00+01
	To Runway.....				136deg	4.0nm	00+02
Land: Land runway 14. Length: 8622 ft Width: 148 ft Surface: Asphalt							
Flight No. 649-01-09	Arrival Airport Elev: 49 ft		Estimated totals for this flight>>>			169nm	01+13

Leg 10

Climb out over the Ionian Sea and cross the Albanian coast. The Balkan peninsula is part of Macedonia, lands which are now split up between Greece, Bulgaria, Albania, and the new Republic of Macedonia. We fly over the city of Kastoria situated in a valley surrounded by limestone mountains. Lake Orestiada lies to the north. It is an important centre of the Greek Orthodox (Christian) Church. Thessaloniki (Salonica) is one of the world's oldest cities. It is the second largest city in modern Greece with approx. 1 million inhabitants. The airport lies to the south-east of the city itself on the shores of the Thermaic Gulf. The travellers wish to visit some of the biblical sites so a few days here to sample local delicacies will be very welcome.

Fuel: 400 galls. Estimated; 150 galls.

Recommended scenery: Hellas Scenery Project Mesh and Base Scenery is stunning and frame rate friendly.

<http://www.avsim.com/greece/scenery>

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 14	Init. Hdg: 136 deg	Init. Alt: 1600 ft	Apt Elev: 49 ft			
Brindisi (LIBR) Italy To Thessaloniki (LGTS) Greece	Departure: To BRD VOR/DME 113.20. Climb not below 1600 ft.....				136deg	5.0nm	00+03
	Enroute: To KAS VOR/DME 114.50. Turn left. Climb 9500 ft. Cross Albanian coast. Maintain heading. Fly over Aristotelis airport. Note lake to north.....				091deg	149.5nm	01+18
	Approach:. To Fix01. Turn left, tune ADF to THS 345.0, and head towards the NDB. When sea in sight descend to 7,000ft and when clear of terrain, descend not below 2500 ft till airfield in sight at two o'clock. Tune MKR VOR/DME 110.80, and set the OBS to 102deg.....				081deg	69.0nm	00+29
	To Rwy 10. Turn right. Finals.....				102deg	8.3nm	00+05
Land: Land runway 10. Length: 7985 ft Width: 164 ft Surface: Asphalt							
Flight No. 649-01-10	Arrival Airport Elev: 23 ft		Estimated totals for this flight>>>			232nm	01+29

Leg 11

Thessaloniki is celebrated as ‘the most blessed of cities’ on account of its beautiful sea views, cool, tree-lined streets, and history, Turkish-influenced food, thriving modern culture and ancient Byzantine churches. It is close to the monastic settlements on Mount Athos and the historical sites associated with Philip II of Macedon and Alexander the Great. The Apostle Paul preached here in the first century and many churches were built in the Byzantine era. In the Middle Ages, Thessaloniki was repeatedly invaded: it was successively occupied by the Slavs, the Saracens, Crusaders, and Ottoman Turks until its return to Greece in 1913. The city suffered a major fire in 1917 and was occupied in the 1940s by the Nazis. It is now famous for its vibrant nightlife – hopefully not too much for our ancient aviators!

Our route from Thessaloniki takes us south east to the middle of three peninsulas jutting out into the Aegean Sea. We pass the monasteries of Mt Athos before turning eastwards across the open sea to the island of Limnos. In classical mythology, the women murdered all the men on the island in revenge for their husbands’ mass infidelity. It has been the focus of many naval battles down through the ages. In World War 1 the British, with their allies, used the island as a base for their attempts to capture the Dardenelles Straits, some 25 miles to the east. The strategy, masterminded by a young Winston Churchill, then the First Sea Lord, was designed to take Constantinople (now Istanbul). Not an inch of ground was taken. The Allies lost 15 warships and the adversaries between them lost half a million men. The disaster blighted Churchill’s career for the next 20 years.

Fuel: 250 galls. Estimated: 100 galls.

Recommended scenery: Hellas Scenery Project Mesh and Base Scenery is stunning and frame rate friendly.

<http://www.avsim.com/greece/scenery>

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 10	Init. Hdg: 102 deg	Init. Alt:	Apt Elev: 23ft			
Thessaloniki (LGTS) Greece To Limnos (LGLM) Greece	Departure: To D0781. Start climb to 7,500 ft. Watch for road on left and follow this along the side of a valley. Waypoint reached when MKR VOR/DME 110.80 DME reads 9.9nm.....				102deg	10.5nm	00+05
	Enroute: To Fix 01. Turn right and track to Mt Athos in 12 o'clock. Waypoint when you are directly over the monastery. Noise abatement near monastery.....				108deg	55.0nm	00+29
	Approach: To Fix 02. Turn right, and head towards the tip of the peninsula. Not below 2500 ft.....				117deg	39.2nm	00+17
	To Fix 03. Turn left. Follow shoreline to small inlet. Descend to 1800 ft. Waypoint 6.3 nm R40 LMO VOR/DME 109.20.....				083deg	4.2nm	00+03
To Rwy 4R. Turn left to finals.....				040deg	5.4nm	00+03	
Land: Land runway 4R. Length: 9769 ft Width: 168 ft Surface: Asphalt							
Flight No. 649-01-11	Arrival Airport Elev: 16 ft		Estimated totals for this flight>>>			115nm	00+59

Leg 12

We route directly to the Dardenelles Straits. This waterway links the Black Sea with the Mediterranean Sea and Atlantic Ocean and is obviously of vital importance to the Russian Black Sea fleet. At its narrowest point it is just 1 mile wide and there are steep cliffs along the northern side at Gallipoli. At the eastern end the strait opens into the Sea of Marmara. At about 35 miles from the EKI VOR/DME begin a 500 FRM descent and land on Istanbul's north-eastern runway.

Fuel: 280 galls. Estimated: 122 galls.

Recommended scenery: Hellas Scenery Project Mesh and Base Scenery is stunning and frame rate friendly.

<http://www.avsim.com/greece/scenery>

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 4R	Init. Hdg: 040	Init. Alt: 5500 ft	Apt Elev: 16ft			
Limnos (LGLM) Greece To Istanbul (LTBA) Turkey	Departure:						
	To Fix 01. Continue on runway heading until 500ft.....				040deg	3.4nm	00+02
	Enroute:						
	To Fix 02. Turn right. Climb to 5500 ft. Waypoint 16.0 nm R57 CNK VOR/DME 111.20....				082deg	39.0nm	00+21
	To Fix 03. Turn left. Follow channel.....				060deg	10.3nm	00+05
	To Fix 04. Turn left. Follow channel.....				029deg	4.2nm	00+02
	To Fix 05. Turn left. Follow channel.....				354deg	2.9nm	00+01
	To Fix 06. Turn right. Follow channel.....				057deg	6.8nm	00+03
	To Fix 07. Turn left. Follow channel.....				041deg	12.9nm	00+06
	To Fix 08. Turn right. Follow channel, roughly keeping to north foreshore until 19.9nm 88R EKI VOR/DME 116.30.....				055deg	62.3nm	00+26
	Approach:						
	To Fix 09. Turn right, and follow OB OBS. At 35 nm EKI start descent to 1100 ft. Tune ADF to ST NDB 340.0. Waypoint reached when ADF reads 55deg.....				088deg	39.8nm	00+18
To ST NDB 340.0. Turn left. Final approach.....				055deg	3.2nm	00+02	
To Runway.....				055deg	0.3nm	00+00	
Land: Land runway 6. Length: 7503 ft Width: 197 ft Surface: Concrete							
Flight No. 649-01-12	Arrival Airport Elev: 164 ft			Estimated totals for this flight>>>		186 nm	01+25

Leg 13

Formerly called Byzantium, then Constantinople, Istanbul is the most populous city in Turkey (11 million) and the main financial and cultural centre. It is an UNESCO World Heritage site and will be the European City of Culture in 2010. The city is divided by the Bosphorus Strait so that the western part lies in Europe and eastern in Asia. The Golden Horn is an inlet from the Bosphorus and one of the world's most famous harbours. The final leg of our odyssey takes us past the Golden Horn on the port side and then low-level over the Bosphorus. The Black Sea is thought to be the site of Noah's flood. It is 1.5 miles deep at the centre and is fed by many large rivers, including the Danube, the longest river in Europe. The Danube Delta, north of Constanta, is one of the world's largest river deltas. The Crimean peninsula juts into the sea along the north coast. Here, at Yalta, Churchill, Roosevelt and Stalin carved out post-war Europe. Having fought Nazi Germany to keep Hitler out of Poland and Czechoslovakia, at the end of the war we promptly handed them (along with others) to Stalin and 50 years of tyranny! Constanta is an ancient city, named after the Emperor Constantine who re-built it in the 3rd century. It is the largest Romanian port on the Black Sea and a popular tourist destination close to many Black Sea holiday resorts. The route from the head of the Bosphorus takes a diagonal across the sea before crossing the Bulgarian coast just south of Varna. The land is mostly low-lying and uninteresting. Switch to Bucharest (Romanian) ATC when you cross the border. Track the CND VOR/DME 112.70 and fly straight in on Rwy 36.

Fuel: 280 galls. Estimated: 160 galls.

Recommended scenery: eur_srtm_09.zip (this is a small improvement but only covers a small area of this sector); constanta.zip is a good improvement on the default airport scenery but needs AFCAD modifications if you want AI.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 6	Init. Hdg: 054 deg	Init. Alt: 1500 ft	Apt Elev: 164 ft			
Istanbul (LTBA) Turkey To Constanta (LRCK) Romania	Departure:						
	To Fix 01. Continue on runway heading until 400ft.....				054deg	1.6nm	00+01
	To Fix 02. Turn right. Climb to 1500 ft. Look out for Golden Horn bridges on left.....				074deg	7.0nm	00+04
	To Fix 03. Turn left. Follow channel. Maintain 1500 ft. 110 knots.....				024deg	2.0nm	00+01
	To Fix 04. Turn right. Follow channel. Maintain 1500 ft. 110 knots. Look out for bridges linking Europe and Asia.....				037deg	2.7nm	00+01
	To Fix 05. Turn left. Follow channel. Maintain 1500 ft. 110 knots.....				014deg	3.9nm	00+02
	To Fix 06. Turn left. Follow channel. Maintain 1500 ft. 110 knots.....				342deg	1.6nm	00+01
	To Fix 07. Turn right. Follow channel. Maintain 1500 ft. 110 knots. Waypoint when you reach the Black Sea.....				031deg	4.5nm	00+03
	Enroute:						
	To WR NDB 526.0. Turn left. Climb 9500 ft. Cross Bulgarian coast.....				333deg	131.9nm	00+43
Approach:							
To CND VOR/DME 112.70. Turn right. Start your descent to 1200ft when DME reads 54nm. At around 22 nm from CND pass two small lakes on port side.....				017deg	68.8nm	00+28	
To Rwy 36. Turn left on to finals.....				002deg	3.2 nm	00+02	
Land: Land runway 36. Length: 11446 Width: 148 ft Surface: Concrete							
Flight No. 649-01-13	Arrival Airport Elev: 354 ft		Estimated totals for this flight>>>			228 nm	01+38

Postscript:

Our weary heroes have endured many privations on their long journey. Now, at last, they can relax, enjoy the sea breezes and the balmy tropical night air. When they regain their strength they might even manage a bellydancer or two, partners permitting. Eventually, they will have to think about how the heck they are going to get home! In the meantime I hope they drink a toast to the European Union and its continued success. Thanks for flying this Charter. I hope you enjoyed it!

John Hubbard