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.

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 this is the longest bridge in Europe. Later, 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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Cascais -Tires **(LPCS)** Portugal To Gibraltar **(LXGB)** UK	To CAS VOR/DME. Climb to 750 ft altitude	351deg	1.4nm	
	To Fix01. Turn left and track till 8.0nm from CAS VOR. Climb to 2000 ft	307deg	8.0nm	
	To Fix02. Turn left and follow coast till clear of Cape Roca.	191deg	3.2nm	
	To WP1 Turn left. Climb to 3000 ft.	114deg	7.9nm	
	To ESP VOR/DME Climb to 6000 ft.	159deg	19.5nm	
	To JRZ VOR/DME Maintain 6000 ft min altitude.	124deg	179nm	
	To Fix03. Descend not below 4000 ft until 10 nm from GBR DME. When visual with airfield descend to 1500 ft.	147deg	44nm	
	To Fix04. Descend to 1000 ft. Look for runway extension into sea.	148deg	5.0nm	
	Turn finals. Watch out for the town road crossing the runway. Enjoy the Rock and say hello to the apes!	090deg	4.6nm	
Flight No. 649-01-01	**Arrival Airport Elev: 16ft**			

Leg 2

This leg takes us up the eastern coast of Spain (Province of Andaluçia). 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. 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

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Gibraltar **(LXGB)** UK to Granada **(LEGR)** Spain	To Fix01. Take off and climb 1500 ft to 4 nm from GBR DME..... To RMA NDB. Turn left. Follow coast. Climb to 7500 ft..... To Fix02. Maintain heading until 7.5 nm MGA VOR/DME..... To Fix03. Turn right. Follow coastal road until 30.8 nm GDA VOR/DME..... Turn left. Follow main road up valley over mountains. When visual with Granada (LEGR) descend to 4500 ft..... To GRA NDB. Track direct to beacon. Descend to 2900 ft. ..... To LEGR. Turn left for finals.	089deg 052deg 054deg 089deg 4deg 271deg	3.8nm 49nm 3.5nm 34nm 28nm 4.8nm	
Flight No. 649-01-02	**Arrival Airport Elev: 2251ft**			

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). 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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Granada **(LEGR)** Spain (Note: MSFS depart LEGR Granada) To Valencia **(LEVC)** Spain	To Fix04. Take off and start your climb towards 10,600ft. Waypoint reached when GRA NDB bears 267deg.....	90deg	6.5nm	
	To Fix 05. Follow river initially on right then on left up ravine. Fix reached when GDA DME reads 28.9 nm	105deg	12.4nm	
	To Fix 06. Turn right. Waypoint reached when DME reads 31.9nm	136deg	3.9nm	
	To Fix 07. Turn right and head towards the saddle.....	188deg	2.6nm	
	To Fix08. Turn right and head down the valley. Start your descent to 7,500ft. Waypoint reached when DME reads 33.1nm	193deg	6.4nm	
	To Fix09. Turn left. Waypoint reached when 14.2nm on AMR VOR/DME.	083deg	50nm	
	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 VSJ VOR/DME.....	063deg	85nm	
	To ALT VOR/DME. Turn left	013deg	34nm	
	To Fix11. Follow ALT. Waypoint reached when you cross the coast…….....	044deg	17.8nm	
	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…….....	025deg	6.4nm	
	To Fix 13. When you are just past the peak turn right. A shallow valley will soon appear on your left.....	041deg	5.2nm	
	To Fix14. Turn left into the valley and follow road on the left-hand edge. Maintain 5000 ft. Descend to 1800 ft when clear of mountains. Keep a lookout for a large lake ahead – L'Albufera…….....	291deg	10.1nm	
	Turn left on to finals	355deg	47nm	
Flight No. 649-01-03	**Arrival Airport Elev: 226 ft**			

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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Valencia **(LEVC)** Spain To Girona **(LEGE)** Spain	To Fix02. After take off immediately turn right. Waypoint reached at 2000ft ASL..... To Fix03. Turn left. Climb to 5500 ft. Tune RES VOR/DME and set the OBS to 042deg. Waypoint reached when lakes abeam on left, and OBS centers.. To RES VOR/DME. Maintain 5500 ft..... To Fix04. Turn right. Fly heading until 23nm from RES VOR/DME ..... To QUV VOR/DME. Turn left. Maintain 5500 ft. Pass over beaches of Costa Brava – Salou, Sitges. Keep a good lookout, busy airspace over Barcelona..... To Fix05. Turn left. Make a slow descent to 1600 ft and follow coast to estuary of Tordera River. Waypoint reached when you are 16.9nm from GRN VOR/DME. Look out for bridges..... To Fix06. Turn left and follow river. Waypoint reached when GRN is 9.2nm..... To Fix07. Follow river to the right until you are on a heading of 047deg. Tune ADF to G NDB. When RMI reads 015 deg commence left turn on to finals	061deg 022deg 042deg 085deg 071deg 054deg 332deg 047deg 015deg	7.4nm 28.0nm 93.0nm 23.0nm 19.0nm 38nm 9.2nm 3.8nm 4.6nm	
Flight No. 649-01-04	**Arrival Airport Elev: 466 ft**			

Leg 5

This leg takes our intrepid travellers over the Pyrenees using a Second World War escape route (in reverse) (http://www.ariege.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 Ariege 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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Girona **(LEGE)** Spain To St. Girons **(LFCG)** France	To GRN VOR/DME. Take off, maintain heading. Climb to 1200 ft..... 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. Maintain heading. Climb 7500 ft. Pass over river at 52 nm from GRN VOR/DME. Not below 7500 ft. Waypoint reached at 62.0 nm from SLL VOR/DME..... To Fix02. Turn immediately right and commence climb to 8500 ft. Follow river and lakes north-eastwards..... 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..... 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..... To Fix05. Turn right and follow the valley to the right and follow road over ridge. Descend to 10000 ft..... 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. Waypoint reached when the ADF reads 352deg..... 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 righthand side of the road not far from the cross roads..... To Fix08. Turn left and join righthand circuit for runway. Descend to 4000 ft..... To Fix09. Maintain 4000 ft..... To Fix10. Turn right downwind and descend to 3100 ft..... To Fix11. Turn right base. Descend to 2100 ft..... To Runway. Turn right for short finals.....	015deg 274deg 020deg 031deg 337deg 021deg 036deg 352deg 332deg 067deg 157deg 253deg 336deg	1.9nm 84.0nm 15.3nm 16.0nm 11.2nm 5.5nm 4.4nm 3.7nm 8.8nm 3.9nm 2.8nm 3.0nm 1.8nm	
Flight No. 649-01-05	**Arrival Airport Elev: 1368 ft**			

Leg 6

This section takes us from the foothills of the Pyrenees via the Languedoc, Camargue and Provence costal 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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
St. Girons **(LFCG)** France To Nice/Cote d'Azur **(LFMN)** France	To Fix01. Climb to 2500 ft..... To CS NDB. Turn right. Climb to 5000 ft..... To ZR NDB. Maintain 5000 ft. Keep a lookout for Canal du Midi..... To FG NDB. Turn left. This is the Languedoc region. Maintain 5000 ft..... To MAR NDB. Turn right. This section routes over the Camargue region. Cross R. Rhone about 9 nm east of ITR VOR and enter the region of Provence. Fly over the industrial area around Marseille. Maintain 5000 ft..... To ALM NDB. Fly heading..... To STP VOR/DME. Turn right. 8nm before STP begin descent to 3000 ft..... To Fix02. Follow the coast initially. Note strict noise abatement over land. With field in sight descend to 1200 ft..... To Fix03. Descend not below 900 ft..... Turn right on to finals.....	334deg 078deg 080deg 062deg 095deg 093deg 082deg 105deg 046deg 357deg 041deg	4.7nm 51nm 47nm 34nm 42nm 8.6nm 10.1nm 57nm 31nm 2.4nm 4.8nm	
Flight No. 649-01-06	**Arrival Airport Elev: 13 ft**			

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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Nice/Cote d'Azur **(LFMN)** France To Corte **(LFKT)** Corsica, France	To Fix 01. After take off turn right. Climb to 2500 ft. Waypoint reached at 8.3 nm NIZ VOR/DME..... To AKUTI. Fly heading. Maintain 9500 ft to 45.7nm BTA VOR/DME To MILNO. Fly heading. Maintain 9500 ft to 22.6nm BTA VOR/DME To Fix08 Turn right. Descend to 8500 ft to18.0nm BTA VOR/DME..... Turn left. Descend to 7500 ft. Slow to 120 knots. Flaps ¼. Waypoint at 14.5nm BTA..... 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 BTA..... Turn right, and follow road on RHS of valley. Maintain 100 knots. Descend to 2500 ft. Turn left. Continue to follow road. Maintain 100 knots. Descend to 2300 ft... Continue to follow road. Turn left. Maintain 100 knots. You should start see the aerodrome out of the front left window..... Turn left not below 2000 ft. Turn left on to short finals.	064deg 112deg 146deg 123deg 123deg	10.8nm 72nm 23nm 35nm 2.3nm	
Flight No. 649-01-07	**Arrival Airport Elev: 1131 ft**			

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.

From - To	**Flight Description.**	**Course (Leg)**	**Distance (Leg)**
Corte **(LFKT)** Corsica, France To Naples **(LIRN)** Italy	Climb to 1500 feet To TAQ Turn right. Climb 7500ft. Track TAQ VOR/DME.... To OST. Turn left. Maintain 7500 ft OST VOR/DME..... To PNZ VOR/DME. Maintain 7500 ft..... To ISKIA. Turn left, 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..... Turn left. Fly towards POM NDB. Descend 2500 ft.…….....	126deg 89deg 135deg 147deg 105deg 055deg	0nm 113nm 33nm 63nm 44nm 22nm
Flight No. 649-01-08	**Arrival Airport Elev: 299 ft**		

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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Naples **(LIRN)** Italy	To POM VOR/DME. Climb 2800 ft.....	056deg	5.0nm	
	To GIO NDB. Turn right. Climb 7500 ft.....	091deg	115nm	
To	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 BRD VOR/DME.....	091deg	43nm	
	Turn right to finals.....	132deg	7.3nm	
Brindisi **(LIBR)** Italy				
Flight No. 649-01-09	**Arrival Airport Elev: 49 ft**			

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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Brindisi **(LIBR)** Italy	To BRD VOR/DME . Climb not below 1600 ft.....	137deg	3.9nm	
To	To KAS VOR/DME. Turn left. Climb 9500 ft. Cross Albanian coast. Maintain heading. Fly over Aristotelis airport. Note lake to north.....	090deg	150nm	
Thessaloniki **(LGTS)** Greece	To Fix01. Turn left, tune ADF to THS, 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, and set the OBS to 102deg..... Turn right. Finals.....	080deg 101deg	66nm 12.4nm	
Flight No. 649-01-10	**Arrival Airport Elev: 23 ft**			

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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Thessaloniki **(LGTS)** Greece To Limnos **(LGLM)** Greece	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 reads 9.9nm..... 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..... To Fix 02. Turn right, and head towards the tip of the peninsula. Not below 2500 ft..... To Fix 03. Turn left. Follow shoreline to small inlet. Descend to 1800 ft. Waypoint 6.3 nm LMO VOR/DME ..... Turn left to finals.....	105deg 116deg 082deg 039deg	65nm 39nm 4.2nm 6.2nm	
Flight No. 649-01-11	**Arrival Airport Elev: 16 ft**			

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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Limnos **(LGLM)** Greece To Istanbul **(LTBA)** Turkey	To Fix 01. Continue on runway heading until 500ft..... To Fix 02. Turn right. Climb to 5500 ft. Waypoint 16.0 nm from CNK VOR/DME.... To Fix 03. Turn left. Follow channel..... To Fix 04. Turn left. Follow channel..... To Fix 05. Turn left. Follow channel..... To Fix 06. Turn right. Follow channel..... To Fix 07. Turn left. Follow channel..... To Fix 08. Turn right. Follow channel, roughly keeping to north shore until 19.9nm EKI VOR/DME ..... Turn right, and follow outbound OBS. At 35 nm from EKI start descent to 1100 ft. Turn left for final approach to the runway or use the ILS approach.	038deg 081deg 058deg 028deg 353deg 056deg 040deg 054deg 083deg	2.5nm 40nm 10.3nm 4.2nm 2.9nm 6.8nm 12.9nm 62nm 43nm	
Flight No. 649-01-12	**Arrival Airport Elev: 164 ft**			

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.

From - To	Flight Description.	Course (Leg)	Distance (Leg)	
Istanbul **(LTBA)** Turkey To Constanta **(LRCK)** Romania	To Fix 01. Continue on runway heading until 400ft..... To Fix 02. Turn right. Climb to 1500 ft. Look out for Golden Horn bridges on left..... To Fix 03. Turn left. Follow channel. Maintain 1500 ft. 110 knots..... To Fix 04. Turn right. Follow channel. Maintain 1500 ft. 110 knots. Look out for bridges linking Europe and Asia..... To Fix 05. Turn left. Follow channel. Maintain 1500 ft. 110 knots..... To Fix 06. Turn left. Follow channel. Maintain 1500 ft. 110 knots..... To Fix 07. Turn right. Follow channel. Maintain 1500 ft. 110 knots. Waypoint when you reach the Black Sea..... To WR NDB. Turn left. Climb 9500 ft. Cross Bulgarian coast..... To CND VOR/DME. Turn right. Start your descent to 1200ft when DME reads 54nm. At around 22 nm from CND pass two small lakes on port side..... Turn left on to finals.....	074deg 073deg 023deg 036deg 013deg 341deg 030deg 331deg 018deg 359deg	1.2nm 7.1nm 2.0nm 2.6nm 3.9nm 1.6nm 4.5nm 134nm 69nm 4.6 nm	
Flight No. 649-01-13	**Arrival Airport Elev: 354 ft**			

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