

# ! Around the World in 80 Days

By Tim Cook

Updated January 2022

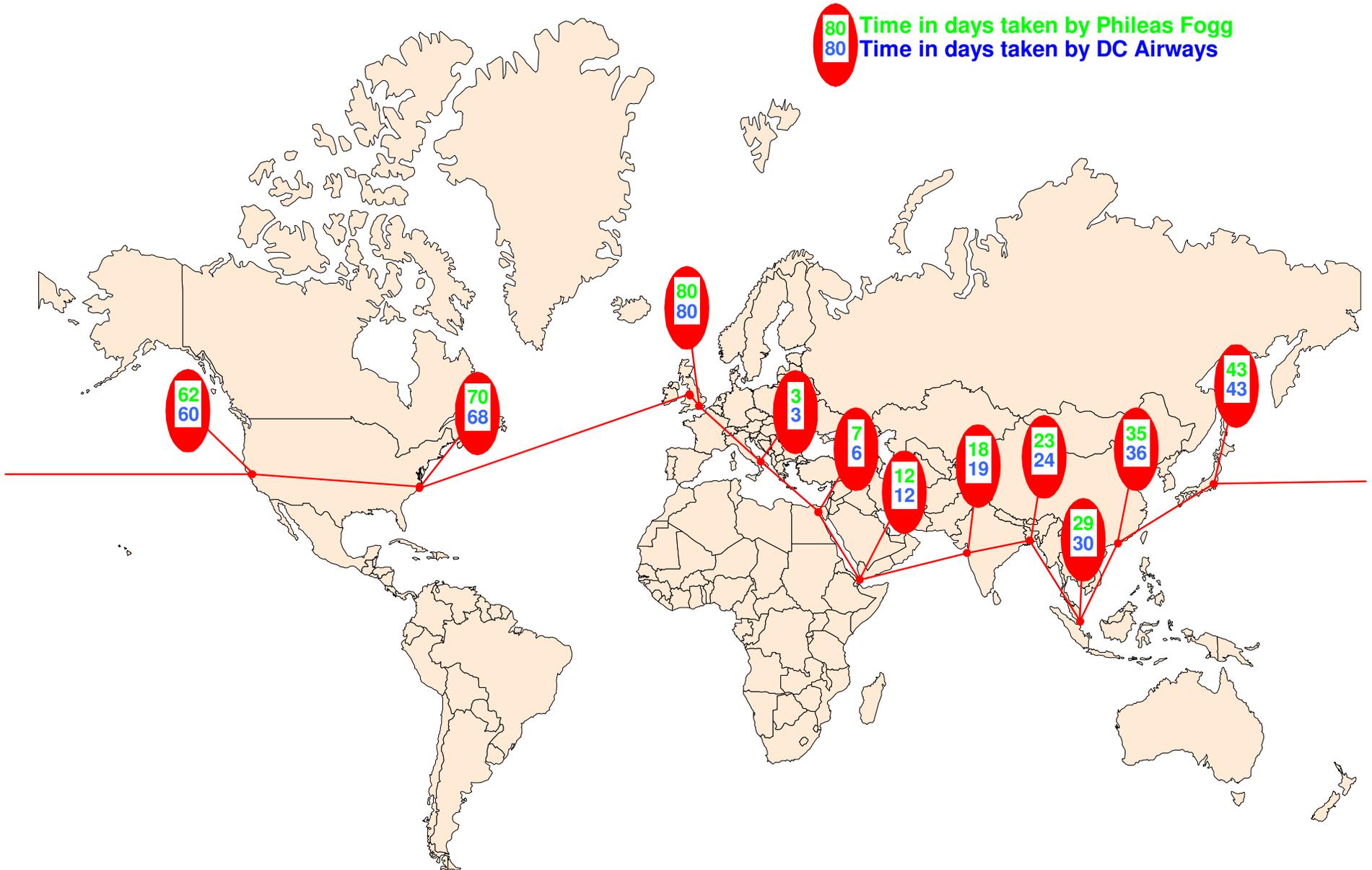
## The Premise

The basic idea is taken from Jules Verne's book *Le Tour du monde en quatre-vingt jours* (Around the World in 80 Days), which was originally published in 1873. This tells the story of how a Victorian English gentleman, Phileas Fogg, accompanied by his French servant, Jean Passepartout, travel around the world in eighty days. Throughout the book they are pursued by a detective Fix, who is convinced that Phileas Fogg is the perpetrator of a daring robbery during which £55,000 were stolen from the Bank of England three days before the trip began.

The original timetable in the book was set out in an article in the Daily Telegraph and Phileas Fogg makes a £20,000 wager with his friends from the Reform club that "*I will make the tour of the world in eighty days or less.*" He promises to return "*On Saturday, the 21st of December, 1872, at a quarter before nine p.m.*"

Having read the book, the millionaire Stephen Hughes has decided, yet again, to charter DC Airways to see if he can travel around the world by DC-3 in eighty days, following a similar route to that used by Phileas Fogg in the book.

**Map showing basic route and a comparison between the time taken by Phileas Fogg and DC Airways**



**Wednesday 2<sup>nd</sup> October**

In the book Phileas Fogg started his journey at 8.45 p.m. on Wednesday 2<sup>nd</sup> October 1872 from the Reform Club in central London. He then travelled by train from Charing Cross to Dover, and reached Paris during the morning of Thursday 3<sup>rd</sup> October.

Our route follows a similar path, but we follow down the coast of France via Le Touquet and Dieppe to Rouen before turning east towards Paris.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 28	Init. Hdg – 275deg.	Init. Alt – 1,500ft	Apt Elev. – 16ft.		
London City ( <b>EGLC</b> ) United Kingdom  To Paris ( <b>LFPO</b> ) France	<b>Departure:</b> To Fix 01. Tune Nav1 to LON VOR/DME 113.60 and set the OBS to 090deg. After take off continue on runway heading 275deg and start your short climb to 1,500ft. Keep to the right of the tall building, which is Canary Wharf. You will see St Paul's Cathedral on your right. Waypoint reached when DME reads 12.3NM. Fix 01 is located over the Reform Club in Pall Mall.....				275deg	7.2NM
	<b>Enroute:</b> To Fix 03. Make a standard rate left turn to 090deg. During the turn, you may see Buckingham Palace in front of you. Follow the OBS needle and aim to pass just to the right of the London Dome. You should shortly see a large power station in front of you – this is the next waypoint when the DME should read 24.4NM.....				090deg	13.2NM
	To Fix 04. Turn right to 108deg, pass over the Queen Elizabeth II bridge, and head directly for Tilbury docks on the left hand bank. Tune Nav 1 to DET VOR/DME 117.30, and set the OBS to 135deg. Waypoint reached when needle centres.....				108deg	5.6NM
	To DET. Turn right to 135deg; track the OBS to DET and climb towards 3,500ft.....				135deg	14.3NM
	To DVR. Turn left to 106deg, tune Nav 1 to DVR VOR/DME 114.95, set the OBS to 106deg and follow the OBS needle to DVR.....				106deg	30.0NM
	To Fix 05. Turn right to 139deg; tune the ADF to ING 387.0. You will pick up the NDB after a few minutes when you should head towards the NDB. Waypoint reached when DVR DME reads 14.1NM.....				139deg	14.1NM
	To LT. Turn right to 180deg; tune the ADF to LT 358.0, and follow along the coast to LT.....				180deg	27.0NM
	To DPE. Turn right to 204deg, tune Nav 1 to DPE VOR 115.80, set the OBS to 204 and follow the OBS needle.....				204deg	40.0NM
	To Fix 06. Turn left to 185deg and head towards the river Seine at Rouen. Tune Nav 1 to OL VOR/DME 111.20 and set the OBS to 125deg. Waypoint reached when the needle centres.....				185deg	37.0NM
To Fix 07. Turn left to 125deg, follow the OBS needle and follow the general course of the river. Tune Nav 2 to PGS VOR/DME 117.05, and set the OBS to 091deg. Waypoint reached when OBS 2 needle centres...				125deg	36.0NM	
<b>Approach:</b> To Fix 8. Turn left to 088deg, track OBS 2 needle, and start your descent to 1,500ft. Tune Nav 1 to MLN VOR 113.60 and set the OBS to 142deg. Waypoint reached when the OBS 1 needle centres.....				088deg	13.5NM	



**Thursday 3rd October**

In the book Phileas Fogg travelled from Paris to Turin and crossed the Alps via the Mont Cenis pass. The road across the pass was built by Napoleon between 1803 and 1810. The original railway across the Mont Cenis pass, which followed alongside the road, was opened in 1868 but was closed in 1871 following the opening of the railway tunnel.

Our route takes us from Paris to Turin, along the rivers Seine and Loire to the Alps. The Mont Cenis pass was difficult to fly over, so our route takes us over the St Bernard pass and into the Aosta valley instead. Today the Aosta valley is little used, however for millennia it was a well-trodden route. Hannibal and his elephants came this way in the 3rd century BC, and more recently, Napoleon and his armies swept through the region on their way to victory at Marengo.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 25	Init. Hdg – 261deg.	Init. Alt – 3,500ft	Apt Elev. – 291ft.		
Paris (LFPO) France  To  Turin (LIMF) Italy	<b>Departure:</b> To Fix 02. Tune Nav1 to MLN VOR 113.60. Set the OBS to 181deg. After take off turn left to 127deg, climb to 3,500ft MSL and follow the river Seine. Waypoint reached when the OBS needle centres.....				127deg	29NM
	<b>Enroute:</b> To LFEI. Turn right to 181deg...				181deg	51NM
	To Fix 03. Turn left to 165deg, and follow the river Loire. Tune Nav 1 to NEV VOR 113.40, and set the OBS to 152deg. Waypoint reached when the needle centres, which is at the confluence of the river Allier...				181deg	51NM
	To MOU. Turn left to 129deg; tune Nav 1 to MOU VOR/DME 116.70 set the OBS to 129deg.....				129deg	24NM
	To LFLM. Turn left to 117deg and follow the OB (117deg) course from MOU.				117deg	54NM
	To LFHS. Turn left to 104deg, and start climb towards 5,500ft MSL.				104deg	21NM
	To Fix 04. Turn right to 115deg, tune Nav1 to PAS VOR/DME 116.60 and set the OBS to 345deg. Fix is over Meythet aerodrome, where the OBS needle should centre.....				115deg	37NM
	To Fix 05. Turn right to 146deg, head over the lake and continue along the green valley at the end. DME reads 28.1NM at waypoint.....				146deg	13.8NM
	To Fix 06. Turn right to 163deg and follow the valley round to right. DME reads 32.6NM at waypoint.....				163deg	4.6NM
	To Fix 07. Turn right to 186deg, commence descent to 4,500ft MSL and follow the valley you can see over the next ridge. DME reads 47.3NM at waypoint.....				186deg	16.2NM
	To Fix 08. Turn left to 152deg, and continue to follow the valley. DME reads 54.8NM at waypoint.....				152deg	7.7NM
	To Fix 09. Turn left to 136deg, start a 500FPM climb towards 11,000ft MSL, and continue to follow the valley. DME reads 59.7NM at waypoint.....				136deg	5.5NM
	To Fix 10. Turn left to 099deg, and continue to follow the valley. DME reads 63.4NM at waypoint.....				099deg	7.1NM
	To Fix 11. Turn left to 076deg, and continue to follow the valley. DME reads 64.9NM at waypoint.....				076deg	6.7NM
To Fix 12. Turn left to 031deg, and continue to follow the valley. DME reads 63.3NM at waypoint.....				031deg	3.4NM	
To Fix 13. Turn right to 070deg and head up the narrow valley. DME reads 65.5NM at waypoint.....				070deg	8.1NM	
To Fix 14. Follow the valley round to the left to 034deg and continue to follow the valley.....				034deg	3.2NM	

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	To Fix 15. Follow the valley round to the right to 041deg and head over the snowfield towards the saddle to the left of the peak. The ground level of the saddle is 10,000ft.....	041deg	5.6NM
	To Fix 16. Turn left to 025deg, and head for the narrow valley. Commence a 500FPM descent towards 3,500ft MSL. The triangular peak on the horizon is Mont Blanc (15,780ft or 4,807m).....	025deg	6.6NM
	To Fix 17. Turn left to 002deg, and continue to follow down the valley. DME reads 57.9NM at waypoint...	002deg	9.0NM
	To WP1. At the end of the valley turn right to 054deg and follow the main valley (ignore the valley going off to the left). DME reads 61.2NM at waypoint.....	054deg	7.3NM
	To Fix 19. Follow the valley round to the right to 088deg. DME reads 72.6NM at waypoint.....	088deg	12.5NM
	To Fix 20. Make a sharp right turn to 158deg and follow the valley round to the right.....	158deg	4.0NM
	To Fix 21. Follow the valley round to the left to 142deg. Tune Nav 2 to CSL VOR/DME 116.75 and set the OBS to 200. Waypoint reached when the needle centres.....	142deg	10.6NM
	<b>Approach:</b>		
	To CSL. Turn right to 200deg, start your descent to 2,200ft MSL and follow the OBS needle to CSL. Tune the ADF to CAS 357.0, tune Nav 1 to runway 36 ILS 109.50, and set the OBS to 004deg. Slow to 120kts...	200deg	21NM
	To Fix 22. After station passage CSL, turn left to 181deg and fly heading for 2mins 10 secs.....	181deg	4.3NM
To runway. Commence a procedure turn. Make a right turn to 228deg and fly Hdg for one minute. Make a left 180deg turn to 048deg when you should be heading directly for CAS ADF. Turn left to runway heading 004deg for a visual or ILS approach.....	Final Hdg 004deg	8.7NM	
Land – Caselle runway 36                      Length – 10,847ft.                      Width – 197 ft.                      Surface – Bituminus			
<b>Flight No. 813-02-01</b>	<b>Arrival Airport Elev. – 987ft.</b>	<b>Estimated totals for this flight&gt;&gt;&gt;</b>	<b>422.5NM</b>

**Friday 4th October**

In the book, Phileas Fogg travelled directly from Turin to Brindisi by train. However, we will need two days to complete this part of the journey. Today's leg takes us past Genoa, the birthplace of Christopher Columbus (or Cristoforo Colombo) in 1446 or 1451 (no one seems quite sure). We also pass near the Island of Elba where Napoleon Bonaparte was imprisoned by the English from May 1814 until February 1815. He was allowed a personal escort of some 1,000 men, a household staff and was even given the title Emperor of Elba and rule over its 110,000 people. We finally land at Ciampino in Rome after an approach course that takes us across the centre of the city.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 36	Init. Hdg – 002deg.	Init. Alt – 3,500ft	Apt Elev. – 987ft.		
Turin (LIMF) Italy  To  Rome (LIRA) Italy	<b>Departure:</b> To Fix 01. Tune Nav1 to CSL VOR 116.75. Set the OBS to 128deg. After take off continue on runway heading 002deg until the DME reads 4.0NM.....				002deg	3.1NM
	<b>Enroute:</b> To Fix 03. Make a standard right turn to 182deg. Waypoint reached when the OBS needle centres.....				182deg	4.5NM
	To GEN. Turn left to 127deg, start climbing towards 3,500ft, and track the OBS needle from CSL. Tune Nav 2 to GEN VOR/DME 112.80, and when the Nav 2 DME reads 28NM, start climbing towards 5,500ft. When the DME reads 11NM begin descent to 3,500ft.....				127deg	76NM
	To Fix 05. Tune Nav1 to PIS VOR/DME 112.10, set the OBS needle to 127deg and follow the coast. Waypoint reached when the DME reads 7NM.....				127deg	66NM
	To Fix 06. Turn right to 167deg, and follow the coast. Tune Nav 1 to ELB VORTAC 114.70 and set the OBS needle to 019deg. Waypoint reached when the needle centres.....				167deg	49NM
	To TAQ. Turn left to 126deg, and follow the coast. Tune Nav 1 and 2 to TAQ VOR/DME 111.80 and set the Nav 1 OBS needle to 126deg.....				126deg	70NM
	<b>Approach:</b> To Fix 07. Turn left to 117deg, and tune the ADF to CIA 412.0. Tune Nav1 to runway 15 ILS 109.90, and set the OBS to 149deg. Head towards CIA and when the Nav 2 DME reads 24NM start your descent to 1,500ft. You will pass over the centre of Rome and should see St Peters Cathedral, and the Coliseum in front of you.....				117deg	42NM
To runway. When you can see the runway out of the right front window, turn right to runway heading 149deg for a visual or ILS approach. Watch out for the disused runway on your left.....				149deg	4.9NM	
Land – Ciampino runway 15      Length – 7,202ft.      Width – 148 ft.      Surface – Macadam						
<b>Flight No. 813-02-02</b>	<b>Arrival Airport Elev. – 426ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>	<b>315NM</b>	

**Saturday 5th October**

This leg takes us to Brindisi. After take off we follow along the coast. Before turning inland you will see the bay of Naples in front of you, and the island of Capri in the distance. Watch the paintwork as you fly over Mt Vesuvius!

Phileas Fogg also arrived at Brindisi on 5<sup>th</sup> October thus, so far, we have kept pace with each other.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 15	Init. Hdg – 152deg.	Init. Alt – 3,500ft	Apt Elev. – 426ft.		
Rome (LIRA) Italy  To  Brindisi (LIBR) Italy	<b>Departure:</b> To LAT. Tune LAT VOR/DME 111.20. After take off turn left to 133deg, and head towards LAT.....				133deg	21.3NM
	<b>Enroute:</b> To Fix 02. Tune Nav 1 to LAT VOR/DME 111.20 and set the OBS needle to 130deg. Follow the needle outbound from LAT. Tune Nav 2 to BAR VOR/DME 116.40 and set the OBS to 077deg. Waypoint reached when the Nav 1 DME reads 69NM, and the Nav 2 needle centres.....				130deg	69NM
	To BAR. Turn left to 077deg and head towards Vesuvius and BAR and start to climb towards 5,500ft ASL. When Nav 2 DME reads 55NM commence descent to 3,500ft ASL.....				077deg	126NM
	To BRD. Tune the ADF to BRD 363.5. Turn right to 117deg and head towards BRD. Tune Nav 1 to runway 32 ILS 109.50, and set the OBS to 315deg. Commence your descent to 2,000ft ASL and slow to 120kts when you can see Casale Mil aerodrome in front of you.....				117deg	64NM
	<b>Approach:</b> To Fix 04. Turn right to runway reciprocal 135deg and fly Hdg for one minute..... To runway. Commence a procedure turn. Make a right 45deg turn to 180deg and fly Hdg for one minute. Make a left 180deg turn to 360deg. When you can see the runway turn left to runway Hdg 315deg for a visual or ILS approach .....				135deg Final Hdg 315deg	2.4NM  11.9NM
Land –Casale Mil runway 32                      Length – 8,622ft.                      Width – 148 ft.                      Surface – Asphalt						
<b>Flight No. 813-02-03</b>	<b>Arrival Airport Elev. – 49ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>294NM</b>

**Sunday 6th October**

In the book, Phileas Fogg travelled by steamer directly from Brindisi to Suez. However, on this leg our route takes us over the Ionian Sea to make landfall over the island of Kefallina before heading over the northern coastline of the Gulf of Corinth. The approach over the city of Athens gives a good view of the Parthenon, which was built between 447BC and 433BC to house a 40ft high gold and ivory statue of the goddess Athena. In 1687 the Turks used the Parthenon as a powder magazine during the bombardment of the Acropolis, and a shell caused the explosion that destroyed most of the temple.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 32	Init. Hdg – 312deg.	Init. Alt – 3,500ft	Apt Elev. – 49ft.		
Brindisi (LIBR) Italy  To  Athens (LGAV) Greece	<b>Departure:</b>					
	To BRD. Tune Nav 1 to BRD VORTAC 113.20, and set the OBS needle to 121deg. After take off make a left standard turn to 121deg and start your climb towards 3,500ft.....				121deg	10.8NM
	To GAR. Tune VORDME GAR 108.80. Fly direct.				120deg	106NM
	To PRV. Tune TACAN PRV 109.20. Fly direct.				132deg	57NM
	To Fix 03. At PRV fly outbound from PRV 154deg. Fix 03 when DME is 26nm.				154deg	26NM
	To Fix 04. At Fix 03 turn to heading 107deg. Tune TACAN ELF 108.20. Fix 04 when ELF DME is 98.2nm.				107deg	29NM
	To Fix 05. At Fix 04 turn to heading 089deg. Fix 05 when ELF DME is 55.2nm.				089deg	43NM
To Fix 06. At Fix 05 turn to heading 103deg. Fix 06 when ELF DME is 17.2nm.				103deg	38NM	
To ELF. At Fix 06, fly direct to ELF inbound 103deg.				103deg	17.2NM	
To Fix 07. At ELF fly outbound 126deg Fix 07 when ELF DME is 5.5nm.				126deg	5.6NM	
To WP1. At Fix 07 turn to heading 154deg. Tune ILS 110.5 for LGAV runway 03L. You should pick up the ILS when ELF DME is 21nm.				154deg	14.7NM	
Land –Athens runway 33R                      Length – 11,486ft.                      Width – 197ft.                      Surface – Asphalt				038deg	12.6NM	
<b>Flight No. 813-02-04</b>	<b>Arrival Airport Elev. – 68ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>359NM</b>

**Monday 7th October**

Today's leg takes us island hopping over the Greek islands known as the Cyclades. Having flown over Kea, Syros and Paros we get to Santorini. The legend of Atlantis probably has its roots in the destruction of a large island called Strongyle (means "round") in 1450BC. After the explosion, all that was left above the surface of the sea were some segments of its perimeter, which today form the islands of Santorini, Thirasia, and Aspronisi.

Today's flight ends in Crete, whose history combines both mythological and historical stories. Legend has it that the island was the birthplace of Zeus, it was also the home of the Minotaur, a creature with a man's body but a bull's head, who lived in the labyrinth under the palace at Knossos. Daedalus built the labyrinth for King Minos, to hide the Minotaur. After Theseus killed the Minotaur and escaped with the king's daughter, Daedalus was imprisoned as a punishment. However, Daedalus and his son Icarus made their escape from Crete by attaching feathers to a framework to make wings. Icarus flew too close to the sun and perished, however Daedalus flew to Sicily where he built a temple to Apollo, and hung up his wings as an offering to the gods. The explosion which destroyed Strongyle, also created a tidal wave estimated to be around 100m high, which destroyed the palace of Knossos and also did a great deal of damage to the north coast of Crete.

**Note that the range of some of the navigation aids is quite low (around 20NM) so you may not pick them up instantly after the previous waypoint.**

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 21L	Init. Hdg – 213deg.	Init. Alt – 3,500ft	Apt Elev. – 68ft.		
Athens (LGAV) Greece  To  Kasteli (LGTL) Greece (Crete)	<b>Departure:</b> To KEA. Tune VORDME KEA 115.00. After take off turn to 134deg and head towards KEA. Start your climb towards 3,500ft.....				134deg	30.2NM
	<b>Enroute:</b> To SYR. Turn left to 101deg, tune the ADF to SYR 417.0 and head towards SYR.....				102deg	32.0NM
	To PAO. Turn right to 156deg, tune the ADF to PAO 386.0 and head towards PAO.....				156deg	26.0NM
	To SNI. Turn left to 150deg, tune SNI VORDME 110.4, and head towards SNI.....				150deg	41.0NM
	To IRA. Turn right to 189deg, tune IRA VOR/DME 108.80, and set the OBS to 189deg.....				189deg	65.0NM
<b>Approach:</b> To LGTL. Turn left to 137deg, set the Nav 1 OBS to 137deg and head away from IRA. Commence your descent to 2,500ft when Nav 1 DME reads 8 NM. Slow to 120kts .....				137deg	11.3NM	
To Fix 03. After station passage LGTL, turn right to runway reciprocal 199deg and fly heading for 2mins				199deg	7.8NM	
To runway. Commence a procedure turn. Make a right 45deg turn to 244deg and fly Hdg for one minute. Make a left 180deg turn to 064deg. When you can see the runway turn left to runway Hdg 019deg for visual approach.....				Final Hdg 019deg	5.2NM	
Land – Kasteli AB runway 2                      Length – 8,038ft.                      Width – 164ft.                      Surface – Asphalt						
<b>Flight No. 813-02-05</b>	<b>Arrival Airport Elev. – 1,181ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>219NM</b>

**Tuesday 8th October**

In the book Phileas Fogg arrived in Suez on October 9<sup>th</sup>, so we are now one day ahead of him. Phileas Fogg was met in Suez by Detective Fix who believed that Fogg was the man who robbed the Bank of England. However, Fix did not have an arrest warrant and is therefore compelled to join the ship and travel on with Fogg to Bombay.

Around the World in Eighty Days is not the only book written by Jules Verne in which the characters cross the Isthmus of Suez. In 20,000 leagues Under the Sea (written by Verne in 1869) captain Nemo and his submarine, the Nautilus, pass through a submarine tunnel from the Red Sea to the Mediterranean.

The town of Suez is situated at the end of the Suez Canal. From an inscription on the temple at Karnak, it would appear that the original canal existed in the time of Seti I (1380 BC). More recently, in 1798, Bonaparte ordered the isthmus to be surveyed as a preliminary to the digging of a canal across it. However, the engineer he employed concluded that there was a difference in level of 29 ft. between the Red Sea and the Mediterranean and the project was abandoned. When the Société d'Etudes pour le Canal de Suez, headed by Ferdinand de Lesseps, surveyed the isthmus in 1846 they found no difference in levels. Construction of the modern canal started on 25th of April 1859, and after an expenditure of 432,807,882 francs, the canal was opened canal on 16<sup>th</sup> October 1869.

From - To	<u>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</u>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 2	Init. Hdg – 019deg.	Init. Alt – 3,500ft	Apt Elev. – 1,181ft.		
Kasteli (LGTL) Greece (Crete)  To  Port Said (HEPS) Egypt	<b>Departure:</b> To Fix 02. Tune Nav 1 to IRA VOR/DME 108.80, and set the OBS to 097deg. After take off turn left to 001deg and start your climb towards 3,500ft. Waypoint reached when the Nav 1 OBS needle centres.....				359deg	7.6NM
	<b>Enroute:</b> To Fix 03. Turn right to 097deg and follow the 097 radial OB IRA. Tune Nav 2 to SIT VOR/DME 113.30 and set the OBS to 121deg. Waypoint is when Nav 2 OBS needle centres..... To SIT. Turn right to 121deg and head towards SIT..... To PSD. Tune Nav 1 to PSD VOR/DME 112.70 and set the OBS needle to 121deg. Head out over the Mediterranean following the 121 OB radial from SIT. There is a gap of about 30NM between losing the signal from SIT and picking up the signal from PSD. Commence your descent to 1,400ft and slow to 120kts when the Nav 1 DME reads 14NM from PSD .....				098deg 121deg	28.0NM 17.5NM
	<b>Approach:</b> To Fix 04. After station passage PSD, turn left to runway reciprocal 102deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 147deg and fly Hdg for one minute. Make a left 180deg turn to 327deg. When you can see the runway turn left to runway Hdg 282deg for visual approach..... Land – Port Said runway 28                      Length – 7,702ft.                      Width – 148ft.                      Surface – Asphalt				121deg	380.0NM
					102deg Final Hdg 282deg	4.0NM 9.3NM
<b>Flight No. 813-02-06</b>	<b>Arrival Airport Elev. – 6ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>446NM</b>

**Wednesday 9th October**

In the book, Phileas Fogg travelled by ship from Suez to Bombay, via Aden. However, as there is an existing charter, which covers the Suez Canal, I have decided to travel from Port Said to Aden via the river Nile.

On this leg, we pass over the Great Pyramid at Gizah, which is about 450ft high, and covers 13 acres. The pyramid was build by the Pharaoh Khufu (better know as Cheops) in the 4<sup>th</sup> dynasty and took 100,000 men over 20 years to complete. Later we also pass over Saqqara, where we can see the Bent Pyramid, and the Step Pyramid, which dates back to the third Dynasty. The Step pyramid is one of the earliest found, whilst the Bent pyramid demonstrates one of the construction problems associated with some pyramids. To prevent the pyramid collapsing the builders gave the top portion of the pyramid a shallower angle, and hence you get the strange shape of this pyramid. By the way I love the airport code for Asyut considering that it is located in one of the hottest places on earth!

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)
	Dep. Rwy – 28	Init. Hdg – 208deg.	Init. Alt – 2,500ft	Apt Elev. – 6ft.		
Port Said (HEPS) Egypt  To Asyut (HEAT) Egypt	<b>Departure:</b> To CAI. Tune Nav 1 to CAI VOR/DME 112.50, and set the OBS to 207deg. Tune Nav 2 to AXD VOR/DME 115.90, and set the OBS to 138deg. After take off turn left to 207deg and start your climb towards 2,500ft and head towards CAI.....				207deg	81.1NM
	<b>Enroute:</b> To Fix 02. Turn right to 231deg, reset the Nav 1 OBS to 231 and follow the OBS needle. After a few minutes you will see the Pyramids at Gizah in front of you. Waypoint is when Nav 2 OBS needle centres....				231deg	21.0NM
	To Fix 03. Turn left to 138deg, and follow the Nav 2 OBS needle. Start your descent to 1,500ft and after a few minutes you will see the pyramids at Saqqara. Continue on this course until you reach the river Nile.....				138deg	15.1NM
	To Fix 06. Turn right and follow the river Nile, whilst climbing to 2,500ft. There are a number of twists and turns, but they should be fairly easy to follow. Tune Nav 1 to AST VOR/DME 117.70 and set the OBS needle to 164deg. Waypoint is when the needle centres.....				Av C'se 191deg	97.0NM
	To AST. When the OBS needle centres, turn left to 166deg, commence your climb to 3,500ft, and head towards AST. Commence your descent to 2,500ft, and slow to 120kts when the DME reads 6 NM.....				164deg	74.0NM
<b>Approach:</b> To Fix 07. After station passage AST, turn left to runway reciprocal 126deg and fly heading for 2mins... To runway. Commence a procedure turn. Make a right 45deg turn to 172deg and fly Hdg for one minute. Make a left 180deg turn to 352deg. When you can see the runway turn left to runway Hdg 307deg for visual approach..... Land – Asyut Intl runway 31      Length – 9,911ft.      Width – 148ft.      Surface – Asphalt				126deg Final Hdg 307deg	4.0NM  10.8NM	
<b>Flight No. 813-02-07</b>	<b>Arrival Airport Elev. – 770ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>303nm</b>

**Thursday 10th October**

Today's leg takes us past Luxor and on to Aswān. Luxor (originally called Thebes) contains the impressive Luxor Temple, which was started by Amenophis III in about 1350BC but was added to after his lifetime. The grand entrance to the temple is guarded by majestic statues of Rameses (or Ramses) II. It was originally also flanked by a pair of obelisks, of which only one remains. The other was presented to France by Mohammed Ali (no not that one!) in 1831 and is now in the Place de la Concorde in Paris. Near Luxor is the Valley of the Kings, which contains the tomb of Tutankhamen.

The original dam at Aswān was completed in 1902 by British engineers. Construction on the modern (High Dam) started in 1960, and was completed in 1971 at an estimated cost of more than \$1 billion. The dam is 365ft (111 m), extends for 11,800ft (3,600 m) across the river and holds back a lake (Lake Nasser) that is more than 300 miles (480 km) long and 10 miles (16 km) wide. The 12 Soviet-built turbines can generate 2,100 megawatts of electricity.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 31	Init. Hdg – 308deg.	Init. Alt – 3,500ft	Apt Elev. – 770ft.		
Asyut (HEAT) Egypt  To  Aswan (HESN) Egypt	<b>Departure:</b> To Fix 03. Tune Nav 1 to AST VOR/DME 117.70 and set the OBS needle to 097deg. After take off make a standard rate 180deg right turn to 127deg and start your climb towards 3,500ft. Waypoint reached when the OBS needle centres.....				127deg	8.0NM
	<b>Enroute:</b> To Fix 04. Turn right to 097deg and follow the OBS needle to the river..... To Fix 14. Turn right and follow the river Nile. There are a number of twists and turns, but they should be fairly easy to follow. Tune Nav 1 to ASN VOR/DME 112.30 and set the OBS needle to 324deg. The waypoint is directly over the Aswan dam (DME reads 3.5NM).....				097deg  Av C'se 154deg	17.0NM  246.2NM
	<b>Approach:</b> To Fix 15. Turn left to 168deg, and start your descent to 2,500ft. Waypoint reached when the OBS needle centres..... To Fix 16. Turn right to 258deg, tune Nav1 to runway 35 ILS 109.50, and set the OBS to 348deg..... To runway. As the ILS needles centre, turn right to 348deg for either a visual or ILS approach..... Land – Aswan Intl runway 35      Length – 11,198ft.      Width – 148ft.      Surface – Asphalt				168deg 258deg 348deg	8.0NM 3.3NM 7.1NM
	<b>Flight No. 813-02-08</b>				<b>Arrival Airport Elev. – 662ft.      Estimated totals for this flight&gt;&gt;&gt;</b>	

**Friday 11th October**

Today we pass over part of Lake Nasser. The rising waters that followed the building of the Aswan dam threatened to cover a number of important archaeological monuments. A number of these, the tomb of the Agha Kahn, and Ramses' (or Ramses') monument to himself, were moved to Abu Simbel. The largest object moved was the entire Philae Temple, which was repositioned under the guidance of the United Nations.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 35	Init. Hdg – 347deg.	Init. Alt – 3,500ft	Apt Elev. – 662ft.		
Aswan (HESN) Egypt  To  Port Sudan (HSPN) Sudan	<b>Departure:</b> To Fix 03. Tune Nav 1 to ASN VOR/DME 112.30 and set the OBS needle to 113deg. After take off make a standard rate 180deg right turn to 169deg and start your climb towards 3,500ft. Waypoint reached when the OBS needle centres.....				169deg	4.9NM
	<b>Enroute:</b> To Fix 04. Turn left to 113deg and follow the OBS needle. When you lose the signal from Nav 1 continue on the same heading. Retune Nav 1 to PSD VOR/DME 113.10 and set the OBS needle to 134deg. Waypoint reached when you cross the coast.....				113deg	248.5NM
	To PSD. Turn right to 169deg, and climb to 7,500ft. You will pick up the VOR after a few minutes. Start your descent to 2,000ft and slow to 120kts when the DME reads 38NM.....				169deg	163.0NM
	<b>Approach:</b> To Fix 06. Tune Nav1 to runway 35 ILS 110.30, and the OBS to 345deg. After station passage PSD, turn left to runway reciprocal 166deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 210deg and fly Hdg for one minute. Make a left 180deg turn to 030deg. When you can see the runway turn left to 345deg for either a visual or ILS approach..... Land – Port Sudan runway 35      Length – 8,232ft.      Width – 148ft.      Surface – Asphalt				166deg Final Hdg 345deg	4.1NM  11.4NM
<b>Flight No. 813-02-09</b>	<b>Arrival Airport Elev. – 137ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>432NM</b>

**Saturday 12th October**

The Red Sea is formed by a line of fracture, probably dating from Pliocene times. The high temperature and great relative humidity make the summer climate of the Red Sea one of the most disagreeable in the world. It is surrounded by exceedingly hot and dry deserts and steppes, and the summer water temperature exceeds 85°F (29°C). The high sea temperature and lack of sea currents mean that the water has a high salt content.

The origin of this name (Red Sea) is uncertain. Some think it is derived from the red colour of the mountains on the western shore; others from the red coral found in the sea. Most sources attribute the name to the red appearance sometimes given to the water because of a type of algae called *Trichodesmium erythraeum*, which is found in the sea. When these blooms of algae die off, they appear to turn the blue-green colour of the ocean to a reddish-brown.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 17	Init. Hdg – 164deg.	Init. Alt – 3,500ft	Apt Elev. – 324ft.		
Port Sudan (HSPN) Sudan  To  Jazan (OEGN) Saudi Arabia	<b>Departure:</b> To QUN. After take off make a right turn to 087deg and head towards the Red Sea. Use outbound vector off VORDME PSD 113.10				087deg	219NM
	<b>Enroute:</b> Fly direct to VORDME QUN 113.30. Inbound on 087 deg.					
	<b>Approach:</b> At QUN fly outbound 148 deg until you pick up VORDME GIZ 117.7 inbound on heading of 148 deg.  Visual approach using runway 15  Land – Massawa runway 15      Length – 10,037ft.      Width – 148ft.      Surface – Asphalt				148deg	171NM
<b>Flight No. 813-02-10</b>	<b>Arrival Airport Elev. – 20ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>391NM</b>

**Sunday 13th October**

Today's flight takes us down the coast to Eritrea.

The completion of the Suez Canal led Italy as well as Great Britain and France to seek territorial rights on the Red Sea coasts. The purchase of Assab and the neighbouring region, from the sultan Berehan of Raheita for use as a coaling station by the Italian Rubattino Steamship Company, in March 1870, formed the nucleus of Italy's colonial possessions. In July 1882, Assab was declared an Italian colony. On the 1st of January 1890 the various Italian possessions on the coast of the Red Sea were united by royal decree into one province under the title of the Colony of Eritrea—so named after the Erythraeum Mare of the Romans.

The invasion and occupation of Ethiopia beginning in 1935 marked the last chapter in Italian colonial history that ended with the eviction of Italy from the Horn of Africa by the British in 1941. This was followed by years of civil unrest that culminated in Eritrea achieving full independence on May 24<sup>th</sup> 1993.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 15	Init. Hdg – 148deg.	Init. Alt – 3,500ft	Apt Elev. – 20ft.		
Jazan (OEGN) Saudi Arabia	Depart OEGN on a heading of 168 deg. Tune VORDME HDH 114.20 and fly inbound radial 168 deg.				168deg	130NM
To	At HDH, turn and fly outbound radial 189 deg.				189deg	104NM
Assab (HHSB) Eritrea	At DME 90NM, descend for visual approach and landing at HHSB Land – Assab Intl runway 30      Length – 11,483ft.      Width – 148ft.      Surface – Concrete					
<b>Flight No. 813-02-11</b>	<b>Arrival Airport Elev. – 46ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>234NM</b>

**Monday 14th October**

Today's flight takes us across the very narrow entrance to the Red Sea, and then on to Aden.

In 1837, a ship under British colours was wrecked near Aden, and the crew and passengers grievously maltreated by the Arabs. An explanation of the outrage being demanded by the Bombay government, the sultan undertook to make compensation for the plunder of the vessel, and also agreed to sell his town and port to the English. Captain Haines of the Indian navy was sent to complete these arrangements, but the sultan's son refused to fulfil the promises that his father had made. A combined naval and military force was thereupon despatched, and the place was captured and annexed to British India on the 16th of January 1839.

When steam navigation was introduced some years later, it became necessary for Britain to have a coaling station on the Red Sea route to India. Aden was chosen as the most suitable location and later became so heavily used as a coal-bunkering facility that it was nicknamed the "Coalhole of the East." Certain mainland areas were purchased by the British between 1868 and 1888, and in 1937 Aden became a British crown colony. Aden became partially self-governing in 1962 and achieved its full independence on 30<sup>th</sup> November 1967.

At Aden we are again neck and neck with Phileas Fogg.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 30	Init. Hdg – 133deg.	Init. Alt – 3,500ft	Apt Elev. – 45ft.		
Assab (HHSB) Eritrea  To  Aden (OYAA) Yemen	<b>Departure:</b> To Fix 03. Tune the ADF to SB 345.0. After take off make a standard rate right turn to 133deg and start your climb towards 3,500ft. Waypoint reached when the RMI reads 309deg.....				133deg	13.9NM
	<b>Enroute:</b> To Fix04. Turn left to 129deg and follow the OB (309deg) bearing from MS. Tune Nav 1 to KRA VOR/DME 112.50 and set the OBS needle to 083deg. Waypoint reached when the OBS needle centres....				129deg	32.2NM
	To Fix 05. Turn left to 083deg and follow the OBS needle across the Red Sea. Start your descent to 2,200ft when the DME reads 20NM. Waypoint reached when the DME reads 12.0NM.....				083deg	97.4NM
	Approach: Fix 06. Turn right to 105deg and head towards the hill in front of you. Reset the Nav 1 OBS to 075deg. Waypoint reached when the Nav 1 OBS needle centres..... To runway. Turn left to runway Hdg 076deg for a visual approach..... Land – Aden Intl runway 8 Length – 10,140ft. Width – 148ft. Surface – Asphalt				105deg 076deg	3.5NM 8.3NM
<b>Flight No. 813-02-12</b>	<b>Arrival Airport Elev. – 13ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>155.3NM</b>

**Tuesday 15th October**

Today we travel North East along the Yemen coastline.

Yemen is unusual in that its borders are not absolutely fixed. Most of Yemen's northern frontier with Saudi Arabia traverses the great desert of the peninsula, the Rub' al-Khali (Empty Quarter), and remains undemarcated, as does the eastern frontier with Oman.

In the ancient world, the states that occupied the area known today as Yemen controlled the supply of such important commodities as frankincense and myrrh and dominated the trade in many other valuable items, such as the spices and medicines of Asia. Because of its fertility as well as its commercial prosperity, Yemen was known in the ancient world as Arabia Felix (Latin for "Fortunate Arabia") to distinguish it from the vast forbidding reaches of Arabia Deserta (Latin for "Desert Arabia").

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 8	Init. Hdg – 069deg.	Init. Alt – 3,500ft	Apt Elev. – 12ft.		
Aden (OYAA) Yemen  To  Mukalla (OYRN) Yemen	<b>Departure:</b> Tune Nav 1 to KRA VOR/DME 112.50 and set the OBS needle to 069deg. When you are clear of the field, fly outbound from KRA on 069 deg.					
	<b>Enroute:</b> To Fix 02. Fly heading 069deg. Tune Nav 2 to RIN VOR/DME 116.00 and set the OBS needle to 061deg. Waypoint reached when Nav 2 OBS needle centres. Turn left to 061deg, follow the Nav 2 OBS needle and start to climb towards 5,500ft. Start your descent to 2,000ft when Nav 2 DME reads 38NM.....					
	<b>Approach:</b> Continue on runway Hdg 061deg for a visual approach. Land – Riyan runway 6    Length – 9,810ft.                      Width – 148ft.                      Surface – Asphalt					
<b>Flight No. 813-02-13</b>	<b>Arrival Airport Elev. – 54ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>268NM</b>

**Wednesday 16th October**

Oman is a rural, agricultural country, with fishing and overseas trading important for the coastal populations. Before 1970, thousands of Omanis left the country to find work in nearby oil-producing states. Oil in commercial quantities was discovered in Oman in 1964, however, and was first exported in 1967. Subsequently, the production of oil rapidly came to dominate the country's economy. By the early 1990s, oil represented one-third of the gross domestic product and provided about 80 percent of the government's income.

The coastal fringe of Dhofar and Salalah is touched by the winds of the southwest monsoon between June and September. The surface winds encourage an upwelling of colder waters in the Indian Ocean, which cool the over-lying moisture-laden air. As this air is lifted over the coastal mountains, the moisture condenses as thick fogs over the hills, which support an annual resurgence of many herbs, grasses and trees. Salalah depends for its water supply on annual replenishment by these fogs.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 6	Init. Hdg – 059deg.	Init. Alt – 7,500ft	Apt Elev. – 52ft.		
Mukalla (OYRN) Yemen  To  Salalah (OOSA) Oman	<b>Departure:</b> To RIN. Tune Nav 1 to RIN VOR/DME 116.00 and set the OBS needle to 059deg. After take off continue on runway heading 061deg, and start your climb towards 7,500ft.....				061deg	1.1NM
	<b>Enroute:</b> To GDA. Turn left to 059deg, and track the OB OBS needle. Tune the ADF to GDA 354.0 and when the ADF picks up the NDB head towards GDA..... Turn right to 065deg and follow the OB (245deg) bearing from GDA. Tune Nav 2 to SLL VOR/DME 112.30. When the Nav 2 DME reads 70.0NM. When you are clear of the mountains (DME reads 30.0NM) commence your descent to 1,500ft and slow to 120kts...				059deg	184.NM
	<b>Approach:</b> Visual approach to OOSA using runway 07.  Land – Salalah runway 07                      Length – 9,810ft.                      Width – 148ft.                      Surface – Asphalt				065deg	122NM
<b>Flight No. 813-02-14</b>	<b>Arrival Airport Elev. – 52ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>308NM</b>

**Thursday 17th October**

For many years, Masirah was the home of the BBC's British Eastern Relay Station (BERS) where BBC programmes were broadcast to the eastern Gulf and the sub-continent on medium and short wave. The BBC station has been closed down now, and moved to the mainland.

The RAF first became interested in Masirah in 1929 when they established an un-manned staging post on the island. Over the next ten years, a more permanent, but still very modest, presence was established before a larger airfield was developed during the Second World War for anti-submarine operations and as an important staging post to the Far East. Post war, the base was steadily enlarged and for over twenty years, it remained an important staging post for the Far East route. The RAF finally left the island in 1977 when the airfield was returned to the Sultan of Oman for development as a fighter and training base for the expanding Royal Air Force of Oman and it remains an important military airfield to this day.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 07	Init. Hdg – 071deg.	Init. Alt – 2,500ft	Apt Elev. – 74ft.		
Salalah (OOSA) Oman  To  Masirah Island (OOMA) Oman	<b>Departure:</b> After take off turn East. Your heading is 091 deg until you reach the coast then NE along the coast until destination. Use VORDME SLL 112.80 at OOSA to follow the outbound course to WP1.				091deg	55NM
	<b>Enroute:</b> At WP1 turn to heading toward WP2 and then WP3 At WP3 turn to 036deg and head to the southern tip of Masirah Island. Tune VORTAC MRH 113.80 and set OBS to 337. At DME 25NM, begin your decent and reduce speed for your approach. You are at WP4 when needle centers and DME reads 10.3 NM				053deg 036deg	196NM 113NM
	<b>Approach:</b> At WP4, turn to 337 and fly direct to OOMA using VORTAC for a straight in visual landing on runway 35 or another depending on wind conditions.  Land – Masirah Island runway 35    Length – 10,005ft.    Width – 148ft.    Surface – Asphalt				337deg	10.3NM
<b>Flight No. 813-02-15</b>	<b>Arrival Airport Elev. – 64ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>374NM</b>

**Friday 18th October**

Today we fly over the straits of Hormuz to Gwadar, which is in Baluchistan, a province of Pakistan. Originally a loose tribal confederation, Baluchistan was later divided into four principalities that were sometimes under Persian and sometimes under Afghan rule. In the 19th century, British troops tried to subdue the inhabitants until a treaty in 1876 gave them autonomy in exchange for British army outposts along the Afghan border and on some strategic roads. Following the partition of India in 1947, the Khan of Khalat declared Baluchistan independent. However, the insurrection was crushed by the new Pakistani army after eight months of fighting. Three rebellions followed, the last being from 1973 to 1977, when 3,300 Pakistani soldiers and some 6,000 Baluch were killed.

Currently a deep-water port is being constructed at Gwadar to load oil into tankers from a 1,500km pipeline, which runs from Turkmenistan's Daulatabad gas fields. The scheme was first approved in 1995. However, no secure international funding could be secured, initially because of political instability in Afghanistan. The project was abandoned in 1998 when a consortium led by the US energy company Unocal, withdrew from the project over fears of being seen to support Afghanistan's then Taliban government. However, the project has been given the go ahead for a second time, and China will finance the project at an estimated cost of \$198M. The China Harbour Engineering Co has been given the job of building the port.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 07	Init. Hdg – 066deg.	Init. Alt – 5,500ft	Apt Elev. – 64ft.		
Masirah Island (OOMA) Oman  To  Gwadar (OPGD) Pakistan	<b>Departure:</b> To SUR. Tune Nav 1 to SUR VOR/DME 117.50 and set the OBS needle to 016deg. After take off make a standard rate left turn to 016deg and start your climb towards 5,500ft. After a few minutes you will start to receive the SUR VOR.				016deg	117NM
	<b>Enroute:</b> To JI. At SUR turn right to 038deg. Use Nav 1 to track outbound from SUR at heading of 038deg. Tune Nav 2 to JI VOR/DME 112.70 and set the OBS needle to 038deg. Reset Nav 1 when you acquire a strong signal for JI.				038deg	197NM
	<b>Approach:</b> At JI, set the OBS needle to 070deg, and follow the OB course from JI. Start your descent to 1,500ft. When you can see the runway in front of you, use NDB GD 303.0 to align with runway 06 on a heading of 062 deg for a visual approach.  Land – Gwadar Intl runway 6      Length – 5,030ft.      Width – 75ft.      Surface – Bituminus				070deg	31NM
<b>Flight No. 813-02-16</b>	<b>Arrival Airport Elev. – 9ft.</b>				<b>Estimated totals for this flight&gt;&gt;&gt;</b>	<b>345NM</b>

**Saturday 19th October**

Today's leg takes us to Karachi, which although not the capital, is the largest city of Pakistan with a population (1998 census) of nearly 10 million people. Karachi is the location of the Quaid - E - Azam Mausoleum, which is the tomb of Quaid – E – Azam Muhammad Ali Jinnah.

Jinnah was born in Karachi on December the 25th 1876, studied law in England, and was called to the bar at the age of 19. He returned to India, and joined the All India National Congress in 1906, and the All India Muslim League in 1913. However, before long he became convinced that a Muslim homeland on the Indian subcontinent was the only way of safeguarding Muslim interests and the Muslim way of life. Jinnah led the Muslim League with such skill and tenacity that ultimately both the Congress and the British government had no option but to agree to the partitioning of India. Thus, Pakistan emerged as an independent state in 1947. Jinnah took charge as the first Governor General of Pakistan on 14th of August 1947 and died just over a year later on September the 11th, 1948, at Ziarat near Quetta.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 6	Init. Hdg – 085deg.	Init. Alt – 3,500ft	Apt Elev. – 9ft.		
Gwadar (OPGD) Pakistan  To  Karachi (OPMR) Pakistan	<b>Departure:</b> To PI. Tune the ADF to PI 400.0. After take off turn right to 085deg, start your climb towards 3,500ft and head towards the NDB.....				085deg	55NM
	<b>Enroute:</b> To OR. Turn right to 089deg and follow the OB (269deg) course from PI. 14mins after station passage PI tune the ADF to OR 380.0, and head towards the NDB.....				089deg	67.NM
	To Fix 02. Turn left to 081deg, follow the coastline and tune Nav 2 to MR DME 112.40. Waypoint reached over the mouth of the river Nal (DME reads 85.0NM).....				081deg	48NM
	To Fix 03. Turn right to 108deg. Tune the ADF to MR 354.0, and head towards the NDB.....				108deg	76NM
	To Masroor. When the Nav 2 DME reads 9.5NM turn right to 120deg, commence your descent to 1,500ft, and slow to 120kts. When you can pick out Masroor aerodrome head directly towards it.....				120deg	9.0NM
<b>Approach:</b> To Fix 04. After station passage Masroor, turn left to runway reciprocal 090deg and fly heading for 2mins... To runway. Commence a procedure turn. Make a right 45deg turn to 135deg and fly Hdg for one minute. Make a left 180deg turn to 315deg. When you can see the runway turn left to runway Hdg 270deg for a visual approach..... Land – Masroor AB runway 27      Length – 9,000ft.      Width – 197ft.      Surface – Concrete				090deg Final Hdg 270deg	4.0NM  9.5NM	
<b>Flight No. 813-02-17</b>	<b>Arrival Airport Elev. – 35ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>269NM</b>

**Sunday 20th October**

This leg takes us over the delta of the River Indus, which is one of the longest rivers in the world, having a length of 1,800 miles (2,900 kilometres). The river's annual flow is about 272 billion cubic yards (207 billion cubic metres) -- twice that of the Nile and three times that of the Tigris and Euphrates combined. The river's name comes from the Sanskrit word sindhu ("river" or "stream"). It is mentioned in the Rigveda, the earliest (1500 BC) chronicles and hymns of the Aryan peoples of ancient India, and is the source of the country's name.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 27	Init. Hdg – 090deg.	Init. Alt – 3,500ft	Apt Elev. – 35ft.		
Karachi <b>(OPMR)</b> Pakistan  To  Rajkot <b>(VARK)</b> India	<b>Departure:</b> To Fix 03. Tune NAV1 to TACAN MR 112.40. After take off make a standard rate 180deg left turn to 090deg, and continue on this heading until the MR outbound needle centers on 136deg.				090deg	8.1NM
	<b>Enroute:</b> To Fix 04. Turn right to 136deg, and follow the OB bearing from MR. Start your climb towards 3,500 ft. Waypoint is when you lose the MR signal.....				136deg	106NM
	To JMR. Turn left to 124deg, and tune the ADF to JMR 257.0. You will pick up the NDB signal after a few minutes. Fly direct to JMR				125deg	115NM
	To RK. Turn left to 104deg, and tune the ADF to RK 329.0. When you can see Rajkot start your decent to 2,000ft and slow to 120kts.....				104deg	42NM
	<b>Approach:</b> To Fix 05. After station passage RK, turn left to runway reciprocal 048deg and fly heading for 2mins ..... To runway. Commence a procedure turn. Make a right 45deg turn to 093deg and fly Hdg for one minute. Make a left 180deg turn to 273deg. When you can see the runway turn left to runway Hdg 228deg for a visual approach.....				048deg Final Hdg 228deg	4.0NM  9.5NM
Land – Rajkot runway 23                      Length – 5,407ft.                      Width – 151ft.                      Surface – Tarmac						
<b>Flight No. 813-02-18</b>	<b>Arrival Airport Elev. – 441ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>285NM</b>

**Monday 21st October**

Today's leg takes us to Mumbai, which was formally known as Bombay, which has one of the highest population densities in the world. In 1981, Greater Bombay had an average of more than 35,000 persons per square mile, whilst some parts of the inner city have nearly one million persons per square mile, perhaps the world's highest density. The mean monthly temperatures vary from 33°C (91°F) in May to 19°C (67°F) in January. The annual rainfall is 71 inches (1,800 millimetres), with an average of 24 inches falling in July alone.

In 1661, Bombay came under British control as part of the marriage settlement between King Charles II and Catherine of Braganza, sister of the king of Portugal. The crown ceded it to the East India Company in 1668. In 1857 the first spinning and weaving mill was established, and by 1860 Bombay had become the largest cotton market in India. The American Civil War (1861-65), and the resulting removal of cotton supplies to Britain, caused a great trade boom in Bombay. With the end of the Civil War, cotton prices crashed. However, by that time the hinterland had been opened, and Bombay had become a strong centre of import trade which, with the opening of the Suez Canal in 1869, meant that Bombay prospered.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 23	Init. Hdg – 113deg.	Init. Alt – 2,000ft	Apt Elev. – 441ft.		
Rajkot (VARK) India  To  Mumbai (VAJJ) India	<b>Departure:</b> To Fix 01. Tune VORDME BVR 114.10. After take off continue on runway heading 228 for 1 minute.....				228deg	1.6NM
	<b>Enroute:</b> To BVR. Turn left to 113deg, you will pick up the signal at altitude. Start your climb towards 2,000 ft and head for BVR				113deg	86NM
	To SUR. Turn right to 141deg and tune the NAV1 to VORDME SUR 112.20. You will pick up the signal about 5 minutes after passing BVR				141deg	49NM
	To BBB. Turn right to 177deg, and tune the NAV 1 to BBB 116.60 You will pick up the signal shortly after passing SUR. As soon as you can see an aerodrome in front of you slow to 120kts and commence your descent to 1,500ft. There are two aerodromes here – Juhu is the right hand one .....				177deg	121NM
	<b>Approach:</b> To Fix 02. Turn left to runway reciprocal 081deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 126deg and fly Hdg for one minute. Make a left 180deg turn to 306deg. When you can see the runway turn left to runway Hdg 261deg for a visual approach..... <b>Be very careful that you are landing at Juhu and not the international airport. Juhu has no VASI lights, is right by the edge of the sea and lays to the right of Chhatrapati Shivaji Intl</b> Land – Juhu runway 26                      Length – 3,749ft.                      Width – 100ft.                      Surface – Tarmac				081deg Final Hdg 261deg	4.0NM  9.5NM
<b>Flight No. 813-02-19</b>	<b>Arrival Airport Elev. – 10ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>267.9NM</b>

**Tuesday 22nd October**

Phileas Fogg and his companions reached Bombay on 20<sup>th</sup> October, so we are now 1 day behind them. The warrant that Detective Fix needed to arrest Phileas Fogg had not arrived, so yet again, he was forced to follow them as they boarded the train for Calcutta.

From - To	<b><u>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</u></b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 26	Init. Hdg – 073deg.	Init. Alt – 5,500ft	Apt Elev. – 10ft.		
Mumbai (VAJJ) India  To  Akola (VAAK) India	<b>Departure:</b> <b>Note: It is a short runway at Juhu, so configure the aeroplane for a short-field take off to avoid the building and trees at the end of the runway. Flaps. Hold the brake and run up the throttle.</b> To AAU. Tune the NAV 1 to VORDME AAU116.30. After take off make a standard rate right turn to 073deg, head for AAU and start your climb towards 5,500ft.....				073deg	153NM
	<b>Enroute:</b> To AAU. Continue on a heading of 073deg. To VAAK. At AAU. Turn left to 062deg and follow outbound heading. Start your descent to 2,500ft and slow to 120kts 30mins after passing AAU. VAAK should be visual straight ahead.				062deg	106NM
	<b>Approach:</b> To Fix 03. After station passage, turn right to runway reciprocal 106deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 151deg and fly Hdg for one minute. Make a left 180deg turn to 331deg. When you can see the runway turn left to runway Hdg 285deg for a visual approach..... Land – Akola runway 28                      Length – 3,974ft.                      Width – 151ft.                      Surface – Concrete				106deg Final Hdg 285deg	4.1NM  9.5NM
<b>Flight No. 813-02-20</b>	<b>Arrival Airport Elev. – 1,000ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>274NM</b>

**Wednesday 23rd October**

Today's flight takes us to Jabalpur, which means "the city of the rocks". The earthquake that struck Jabalpur and the surrounding areas, on the 22nd of May 1997, was the biggest earthquake in the 20th century to have been centred in or very close to a major city in India. The earthquake occurred at 04:22 am (local time) and caused significant damage to structures in the districts of Jabalpur, Mandla, Sivni and Chhindwada. About 8,500 houses collapsed and 53,000 houses were badly damaged. During the earthquake, 38 people died and about 350 were injured.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 28	Init. Hdg – 078deg.	Init. Alt – 3,500ft	Apt Elev. – 1,000ft.		
Akola ( <b>VAAK</b> ) India  To  Jabalpur ( <b>VAJB</b> ) India	<b>Departure:</b> After take off make a standard rate left turn to 078deg,				078deg	3.0NM
	<b>Enroute:</b> To NNP. Continue on a heading of 078deg. Tune NNP VORDME 112.70 and fly direct. To JJB. Turn left to 024deg and follow the OB (204deg) bearing from NNP. Tune JJB VORDME 113.60 and fly direct when you acquire a signal. When you can see Jabalpur aerodrome in front of you, maintain your altitude and slow to 120kts.				078deg	117.0NM
	<b>Approach:</b> To Fix 04. After station passage JJB, turn right to 054deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a left 45deg turn to 012deg and fly Hdg for one minute. Make a right 180deg turn to 192deg. When you can see the runway turn right to runway Hdg 238deg for a visual approach.....				024deg	138.0NM
	Land – Jabalpur runway 24                      Length – 4,508ft.                      Width – 150ft.                      Surface – Bituminus				054deg Final Hdg 238deg	4.3NM  9.6NM
<b>Flight No. 813-02-21</b>	<b>Arrival Airport Elev. – 1,624ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>271NM</b>

**Thursday 24th October**

Today's flight takes us over the holy city of Allahabad, which is situated at the junction of two rivers – the Ganges and the Jumna. This area is the true Prayag, the place of pilgrimage, to which hundreds of thousands of devout Hindus repair to wash away their sins in the sacred river. It is here that the great festival called the Magh Mela is held.

In the book, when Phileas Fogg was about 50 miles from Allahabad he discovered that the trans-India railway was incomplete. He was forced to seek another mode of transport at this point, and had to purchase an elephant for £2,000 to continue the journey. During the journey to Allahabad, they rescued a young woman called Aouda from involuntary suttee. They discovered that she had a relative in Hong Kong and Phileas Fogg agreed to take her there.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 24	Init. Hdg – 355deg.	Init. Alt – 3,500ft	Apt Elev. – 1,624ft.		
Jabalpur (VAJB) India  To  Patna (VEPT) India	<b>Departure:</b> Tune KKJ VORDME 116.40. After take off make a standard rate left turn to 355deg, and head for KKJ				354deg	2.5NM
	<b>Enroute:</b> Continue on a heading of 355deg toward KKJ, commence your climb to 3,500ft. You will shortly cross, and then roughly follow the river Ken to KKJ				355deg	99NM
	Turn to 068deg. Tune ALH VORDME 113.30 and fly direct.				068deg	106NM
	Turn to 089 deg. Tune BBN VORDME 113.90 and fly direct. Turn to 086deg. Follow outbound BBN on that heading.				089deg 086deg	62NM 132NM
	<b>Approach:</b> Tune VORDME PPT 112.10 overfly VEPT until 10nm past station, then make a left 180deg turn to pick up ILS 109.90 for approach to runway 25.				346deg 250deg	3.1NM 10.7NM
	Land – Varanasi runway 25                      Length – 7,245ft.                      Width – 148ft.                      Surface – Tarmac					
<b>Flight No. 813-02-22</b>	<b>Arrival Airport Elev. – 170ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>415NM</b>

**Friday 25th October**

Today's flight takes us over the course of the Ganges, which is officially, as well as popularly, called the Ganga, both in Hindi and in other Indian languages, internationally it is known by its Anglicized name, the Ganges, and is the holy river of the Hindus. For most of its course, it is a wide and sluggish stream, flowing through one of the most fertile and densely populated tracts of territory in the world. Despite its importance, its length of 1,560 miles (2,510 kilometres) makes it relatively short by both world and Asian standards.

The Ganges rises in the southern Himalayas on the Indian side of the Tibet border. Its five headstreams--the Bhagirathi, Alaknanda, Mandakini, Dhauliganga, and Pindar--all rise in the Uttarakhand region, a division of the state of Uttar Pradesh. Of these, the two main headstreams are the Alaknanda (the longer of the two), which rises about 30 miles north of the Himalayan peak of Nanda Devi, and the Bhagirathi, which originates about 10,000 feet (3,050 metres) above sea level in an ice cave at the foot of the Himalayan glacier known as Gangotri. Gangotri itself is a sacred place for Hindu pilgrimage. The true source of the Ganges, however, is considered to be at Gaumukh, about 13 miles southeast of Gangotri.

Although there is a seasonal variation in the river's flow, its volume is relatively constant. From April to June the melting Himalayan snows feed the river, while in the rainy season from July to September the rain-bearing monsoon winds cause floods.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 07	Init. Hdg – 068deg.	Init. Alt – 3,500ft	Apt Elev. – 170ft.		
Patna (VEPT) India  To  Shah Mokhdum (VGRJ) India	<b>Departure:</b> Tune PPT VOR/DME 112.10.. After take off make a standard rate left turn to 100deg and fly outbound to WP1.				100deg	118NM
	<b>Enroute:</b> At WP1, turn to 124deg. Tune RAJ VORDME 114.60 and fly direct to VGRJ.				124deg	90NM
	<b>Approach:</b> Commence your descent to 1,600ft and slow to 120kts. After station passage, turn right to 204deg and fly heading for 2mins..... Make a left turn to 102deg and fly Hdg for one minute. Make a left turn to 347deg for a visual approach. Land – runway 35                      Length – 6,026ft.                      Width – 98ft.                      Surface – Concrete				204deg 247deg	4.6NM 5.0NM
<b>Flight No. 813-02-23</b>	<b>Arrival Airport Elev. – 55ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>221NM</b>

**Saturday 26th October**

Today's leg takes us to the city of Calcutta, which was first mentioned in 1495. However, its history as a British settlement dates from the establishment of a trading post there by Job Charnock, an agent of the English East India Company, in 1690. The city's name is an Anglicized version of Kalikata. According to some, Kalikata is derived from the Bengali word Kalikshetra, meaning "Ground of (the goddess) Kali". Calcutta is located on the east bank of the Hooghly River, once the main channel of the Ganges River, about 96 miles (154 kilometres) upstream from the head of the Bay of Bengal; there the port city developed as a point of transshipment from water to land and from river to sea. The maximum temperature reaches about 108° F (42° C) and the minimum temperature about 44° F (7° C). The average annual rainfall is about 64 inches (1,625 millimetres), of which most falls during the Monsoon from June to September.

When we arrive in Calcutta we are still one day behind Phileas Fogg.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 17	Init. Hdg – 186deg.	Init. Alt – 3,500ft	Apt Elev. – 55ft.		
Shah Mokhdum (VGRJ) India  To  Kolkata (VECC) India	<b>Departure:</b> Tune CEA VORDME 112.50. After take off make a standard rate right turn to 186deg, and commence your climb towards 3,500ft.					
	<b>Enroute:</b> Fly direct to CAE Kolkata.				186deg	108NM
	<b>Approach:</b> Straight in approach on runway 19L using visual or ILS 110.30  Land – Kolkata runway 19L      Length – 11,818ft.      Width – 150ft.      Surface – Bituminous					
<b>Flight No. 813-02-24</b>	<b>Arrival Airport Elev. – 23ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>108NM</b>

**Sunday 27th October**

This leg takes us across the delta formed by the rivers Ganges (called the Padma in Bangladesh), Meghna and Brahmaputra. This vast area is subjected to constant erosion and deposition of silt because of the shifts and changes in these active river courses. Vast areas are subject to large-scale inundation during the monsoon months from June to September. The rivers are never in exactly the same place for two successive years, islands and sizable newly deposited lands (called chars) in the river appear and disappear seasonally. In addition, tidal surges accompanying tropical cyclones sweeping inland from the Bay of Bengal periodically bring great destruction to the delta region. Every year these floods make millions of people homeless, however the death toll is usually mercifully low and is mainly caused by hunger and disease rather than the direct effects of the flooding.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 1R	Init. Hdg – 087deg.	Init. Alt – 3,500ft	Apt Elev. – 23ft.		
Calcutta <b>(VECC)</b> India  To  Cox Bazar <b>(VGCB)</b> Bangladesh	<b>Departure:</b> Tune the ADF to BL 368.0. After take off make a right turn to 087deg.				005deg	1.3NM
	<b>Enroute:</b> To BL. Maintain 087deg. Start your climb towards 3,500ft.				087deg	103NM
	To CTG. Turn right to 112deg, and follow the OB bearing from BL. Tune CTG VORDME 113.40 and fly direct.				112deg	91NM
	To CB. Turn left to 172deg, OB from CTG. Tune NDB CB 396.0 When you acquire the NDB, descend to your approach altitude.				172deg	49NM
	<b>Approach:</b> Visual straight in approach on runway 17.  Land – Cox Bazar runway 17      Length – 6,798ft.      Width – 125ft.      Surface – Concrete					
<b>Flight No. 813-02-25</b>	<b>Arrival Airport Elev. – 12ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>244NM</b>

**Monday 28th October**

This leg follows the river Irrawaddy for most of the time. The Irrawaddy is named after the Hindu eravati or 'Elephant River'. The river in Burmese consciousness, like the Ganges to the Indian, is a spiritual entity, and is a provider of the wherewithal for life and happiness, material and spiritual well being. Rising in the southern Himalayas, it dissects the land from north to south for 1,350 miles, emptying through a nine-armed delta into the Indian Ocean. In colonial times, before railways and car roads, the river was known as the 'Road to Mandalay'.

We land at Yangôn, which was called Rangoon until 1989, when the government of Myanmar requested that Yangôn, a transliteration reflecting the Burmese pronunciation of the city's name, be used by other countries. The most notable building in Yangôn is the Shwe Dagon Pagoda, a great Buddhist temple complex that crowns a hill about one mile north of the Cantonment. The pagoda itself is a solid brick stupa (Buddhist reliquary) that is completely covered with gold. It rises 326 feet (99 m) on a hill 168 feet (51 m) above the city.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 17	Init. Hdg – 210deg.	Init. Alt – 5,500ft	Apt Elev. – 12ft.		
Cox Bazar (VGCB) Bangladesh  To  Yangôn (VYYY) Myanmar	<b>Departure:</b> After take off, tune VORDME STW 115.30 and fly direct				148deg	94NM
	<b>Enroute:</b> Tune ADF to MW 305.0 At STW, turn east toward MW. To MW. Turn left to 90deg and head towards the NDB.....				090deg	118NM
	To Fix 11. Tune VORDME HGO 112.30 and continue to follow the various twists and turns of the Irrawaddy. The waypoint is reached when you reach a point where you are unsure about the course of the river.				Av C'se 153deg	141NM
	To HGO. Turn left to 143deg, and head towards HGO. Tune Nav1 to runway 21 ILS 109.90, and the OBS to 214deg. Commence your descent to 3,000ft and slow to 120kts when the DME reads 21NM.....				143deg	74NM
<b>Approach:</b> To runway. Turn right to 214deg and make a visual or ILS approach to the runway. The runway seems to blend into the surrounding countryside, so I suggest that you use the ILS to line yourself up for the runway.. Land – Yangôn Intl runway 21 Length – 8,126ft. Width – 200ft. Surface – Concrete				214deg	12.4NM	
<b>Flight No. 813-02-26</b>	<b>Arrival Airport Elev. – 84ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>441NM</b>

**Tuesday 29th October**

Today's leg takes us across the Bay of Bengal to Moulmein, and then down the coast of Myanmar, and over the town of Moulmein.

Moulmein was effectively the western end of the infamous "Death Railway" which was built for the Japanese by Allied POWs. Work started in June 1942 and was completed about 14 months later. It is estimated that 100,000 workers died during the construction of the railway, most of these were local labourers, however there were also 6,540 British, 2,830 Dutch, 2,710 Australian, 365 American and 100 Japanese and Korean deaths - mostly from a combination of sickness, malnutrition and exhaustion.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 21	Init. Hdg – 217deg.	Init. Alt – 3,500ft	Apt Elev. – 108ft.		
Yangôn (VYYY) Myanmar  To  Dawei (VYDW) Myanmar	<b>Departure:</b> To MDS. Tune the ADF to MDS 397.0. After take off turn slightly left and head towards the NDB.....				217deg	2.8NM
	<b>Enroute:</b> To MM. Turn left to 107deg, and follow the OB (287deg) bearing from MDS. 10mins after station passage MDS retune the ADF to MM 330.0, and head towards the NDB.....				107deg	93NM
	To Fix 01. Turn right to 173deg and follow the coastline. When you lose the MM NDB, retune the ADF to DWI 310.0. Waypoint reached when the RMI reads 150deg.....				173deg	114NM
	To DWI. Turn left to 150deg and head towards the NDB. Commence your descent to 1,500ft and slow to 120kts, after passing over a range of hills (6mins after station passage Fix 01).....				150deg	32NM
	<b>Approach:</b> To Fix 02. Continue on runway reciprocal 150deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 195deg and fly Hdg for one minute. Make a left 180deg turn to 015deg. When you can see the runway turn left to runway Hdg 330deg for a visual approach..... Land – Dawei runway 33                      Length – 5,100ft.                      Width – 50ft.                      Surface – Bituminus				150deg Final Hdg 330deg	4.2NM  9.5NM
<b>Flight No. 813-02-27</b>	<b>Arrival Airport Elev. – 85ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>255NM</b>

**Wednesday 30th October**

Today's leg takes us to Ranong, which is just over the border in Thailand. Ranong is best known as fishing and trading port, and was settled by the Hokkien Chinese, whose strong influence is evident in the town.

Ranong province is known for having the highest rainfall in all Thailand, the rainy season lasting for about 8 months. This has led to the pun that the name Ranong is in fact taken from the English *rain on*.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 33	Init. Hdg – 172deg.	Init. Alt – 2,500ft	Apt Elev. – 85ft.		
Dawei (VYDW) Myanmar  To  Ranong (VTSR) Thailand	<b>Departure:</b> To Fix 03. Tune the ADF to DWI 310.0. After take off make a standard rate right turn to 172deg. Waypoint reached when the RMI reads 347deg.....				172deg	10.4NM
	<b>Enroute:</b> To ME. Turn left to 167deg, and follow the OB (347deg) bearing from DWI. When you lose the DWI signal, retune the ADF to ME 300.0, and head towards the NDB.....				167deg	94NM
	To KT. Turn right to 182deg, follow the OB (002deg) bearing from ME and climb to 4,500ft. When you lose the ME signal, retune the ADF to KT 290.0, and head towards the NDB.....				182deg	144NM
	To RN. Turn left to 170deg, retune the ADF to RN 375 and head towards the NDB. Commence your descent to 1,400ft and slow to 120kts.....				170deg	16.3NM
	<b>Approach:</b> To Fix 04. Turn right to runway reciprocal 203deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 248deg and fly Hdg for one minute. Make a left 180deg turn to 068deg. When you can see the runway turn left to runway Hdg 023deg for a visual approach..... Land – Ranong runway 2                      Length – 6,592ft.                      Width – 148ft.                      Surface – Asphalt				203deg Final Hdg 023deg	4.0NM  8.8NM
<b>Flight No. 813-02-28</b>	<b>Arrival Airport Elev. – 57ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>278NM</b>

**Thursday 31st October**

After the waypoint at Phuket, we fly over Phang Nga Bay, which is dotted with fantastic limestone islands rising up from the sea. Some of the islands are 1,000 feet high and many contain caves hung with stalactites. One of the islands is Khao Phingkan, which was the location for scenes in the film "Man with the Golden Gun".

We then fly on over Penang, which was founded in 1786 having been ceded to the East India Company by the Sultan of Kedah in 1785 by an agreement with Captain Light. In 1796 it was made a penal settlement, when 700 convicts were transferred from the Andaman Islands. In 1826 Penang combined with Malacca and Singapore to form the Straits Settlements. Following World War II, the Straits Settlements were broken up, and Penang was included in the Malayan Union in 1946, the Federation of Malaya in 1948, and Malaysia in 1963.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 20	Init. Hdg – 190deg.	Init. Alt – 4,500ft	Apt Elev. – 57ft.		
Ranong (VTSR) Thailand  To  Butterworth (WMKB) Malaysia	<b>Departure:</b> Tune the PUT VORDME 116.90. After take off, turn to 190deg.					
	<b>Enroute:</b> To PUT. Turn right to 190deg, fly direct to PUT, and start to climb towards 4,500ft.				190deg	101NM
	To TRN. Turn left to 115deg. Tune TRN VORDME 116.6 and fly direct. Descend to 3,500ft.				115deg	87NM
	To VPL. Turn right to 174deg. Tune to VPL VORDME 114.10 and fly direct.				174deg	70NM
	To VPG. Turn left to 154deg. Tune VPG VORDME 116.20 and fly direct. When you are over the centre of Penang Island descend to 2,500ft and slow to 120kts				154deg	71NM
<b>Approach:</b> To Fix 05. Turn left to 071deg. Tune VBT VORDME 113.30. You are at Fix 5 when DME is 9.4NM and OBS centers on 004deg. To runway. Turn left to runway 004deg. Track VBT for a visual approach.				071deg	7.7NM	
Land – Butterworth runway 36      Length – 8,000ft.      Width – 150ft.      Surface – Asphalt				004deg	9.4NM	
<b>Flight No. 813-02-29</b>	<b>Arrival Airport Elev. – 8ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>346.0NM</b>

**Friday 1st November**

Today's leg takes us to Singapore, which was the location for Lt General Percival's surrender to Japanese General Tomoyuki Yamashita on the 15<sup>th</sup> of February 1942. Following the Allied re-occupation of Singapore on the 12<sup>th</sup> of September 1945, it became a Crown Colony and just over a decade later, it was agreed that it would become a self-governing state. No sooner was this achieved than the Malayan Prime Minister, Tunku Abdul Rahman, proposed the formation of Malaysia comprising Malaya, Sarawak (Brunei), British North Borneo and Singapore. In excess of 70% of Singaporeans voted in favour in 1962 and Singapore became an independent member of Malaysia, which came formally into being in 1963. Singapore's presence within Malaysia was, however, a short and unhappy one and after some internal disturbances throughout 1964 and 65 it left the group. By the end of 1965 it became, and remains, the Republic of Singapore.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 18	Init. Hdg – 142deg.	Init. Alt – 7,500ft	Apt Elev. – 8ft.		
Butterworth ( <b>WMKB</b> ) Malaysia  To  Changi ( <b>WSSS</b> ) Singapore	<b>Departure:</b> Tune VIH VORDME 117.3. After take off turn left to 142deg, and start your climb to 7,500ft.					
	<b>Enroute:</b> To VIH. Turn left to 142deg, Tune VIH VORDME 117.30 and fly direct.				142deg	68NM
	To VBA. Turn left to 164deg, Tune VBA VORDME 114.70 and fly direct.				164deg	78NM
	To VMK. Turn left to 144deg, Tune VMK VORDME 117.40 and fly direct.				144deg	80NM
	To SJ. Turn right to 123deg. Tune SJ VORDME 113.50 and fly direct. Commence your descent to 2,100ft and slow to 120kts. Tune Nav1 to runway 2L ILS 110.90, and the OBS to 023deg. Look out of the left cockpit window to see the runway coming up. Be careful not to land at Paya Lebar aerodrome which you will see just before Changi.....				123deg	115NM
<b>Approach:</b> To Fix 03. After station passage SJ, turn to 80deg and fly until you pick up your ILS or use VTK VORDME to track your approach to runway 2L. To runway. Turn left to 026deg and make a visual or ILS approach to the runway Land – Changi runway 2L                      Length – 13,152ft.                      Width – 197ft.                      Surface – Bituminus				080deg 026deg	4.5NM 8.3NM	
<b>Flight No. 813-02-30</b>	<b>Arrival Airport Elev. – 22ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>354NM</b>

**Saturday 2nd November**

Phileas Fogg's ship the "Rangoon" puts into Singapore on 31<sup>st</sup> October for coaling. Thus we are still only one day behind him.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 2L	Init. Hdg – 360deg.	Init. Alt – 3,500ft	Apt Elev. – 22ft.		
Changi (WSSS) Singapore  To  Kuala Terengganu (WMKN) Malaysia	<b>Departure:</b> To KK. Tune the ADF to KK 286.0. After take off turn left to 360deg, head towards the NDB and start your climb to 4,500ft.....				360deg	9.7NM
	<b>Enroute:</b> To VPK. Turn left to 343deg. Tune VPK VORDME 115.60 and fly direct. To Fix 02. Turn left to 339deg, follow the OB bearing from VPK and climb to 5,500ft. Tune Nav 2 to VKT VOR/DME 115.40 and set the OBS needle to 047deg. Waypoint reached when the OBS 2 needle centres and DME 2 is 27NM.				343deg	117NM
	<b>Approach:</b> To runway. Turn right to 047deg and commence a 500FPM descent. Make a visual approach to the runway or track VKT VORDME 115.40. Land – Sultan Mahmud runway 4 Length – 6,615ft. Width – 150ft. Surface – Asphalt				339deg	108NM
<b>Flight No. 813-02-31</b>	<b>Arrival Airport Elev. – 19ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>262NM</b>

**Sunday 3rd November**

Today's flight takes us across the South China Sea to the island of Con Son, which the French turned into a penal camp for Vietnamese nationalists. During the Vietnam war the Americans used the island to hold prisoners of war.

Nowadays it is the centre of the development of two offshore gas fields. The US\$1.3 billion project, by the Vietnam Oil and Gas Corporation and its foreign partners BP (UK), ONGC Videsh (India) and ConocoPhillips (the US), is expected to provide a reliable source of energy for Vietnam's rapidly growing economy.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 4	Init. Hdg – 052deg.	Init. Alt – 3,500ft	Apt Elev. – 19ft.		
Kuala Terengganu <b>(WMKN)</b> Malaysia  To  Con Son <b>(VVCS)</b> Vietnam	<b>Departure:</b> To Fix 02. Tune VKT VORDME 115.40. After take off turn right to 052deg. Waypoint reached when the DME reads 2.6NM.				052deg	2.6NM
	<b>Enroute:</b> To CS. Turn left to 046deg, follow the OB bearing from VKT and climb to 3,500ft. When you lose VKT signal, tune the ADF to CS 333.0. There will be a period of about 1 hour before you pick up CS. When you can see the island, descend to 2,500ft, and when you are safely past the hills, descend to 1,500ft and slow to 120kts.....				046deg	288NM
	<b>Approach:</b> To Fix 03. Turn right to runway reciprocal 110deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 154deg and fly Hdg for one minute. Make a left 180deg turn to 334deg. When you can see the runway turn left to runway Hdg 289deg for a visual approach..... Land – Con Son runway 29                      Length – 3,609ft.                      Width – 98ft.                      Surface – Asphalt				110deg Final Hdg 289deg	4.3NM  9.5NM
<b>Flight No. 813-02-32</b>	<b>Arrival Airport Elev. – 19ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>304NM</b>

**Monday 4th November**

Today's leg takes us over the delta of the river Mekong, and on to Phnom Penh.

Just above Phnom Penh is the Tônlé Sap, which is the largest lake of Southeast Asia and is fed by numerous streams. During the dry season, it is drained by the Tônlé Sap River southeast to the Mekong River. During the wet monsoon season of June to November, the high waters of the Mekong River reverse the flow of the Tônlé Sab River and increase the size of the lake from 2,600 to 10,400 sq km (about 1,000 to 4,020 sq mi). When the high waters of the Mekong River recede, the flow reverses. This natural mechanism provides a unique and important balance to the Mekong River down stream of the lake and ensures a flow of fresh water during the dry season into the Mekong delta in Vietnam which buffers the intrusion of salt water from the South China Sea into the rich agricultural lands of the delta.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 29	Init. Hdg – 326deg.	Init. Alt – 3,500ft	Apt Elev. – 20ft.		
Con Son (VVCS) Vietnam  To  Phnom Penh (VDPP) Cambodia	<b>Departure:</b> Tune the TRN VORDME 113.20. After take off turn right to 326deg. Track directly to TRN.				326deg	98NM
	<b>Enroute:</b> At TRN turn to 335 deg and fly the outbound heading. Airport becomes visible at DME 80NM on your left. Begin your descent at that time and slow to 120kts.				335deg	104NM
	<b>Approach:</b> Set up for ILS 109.70 approach at Phnom Penh.  Land – Pochentong Intl runway 23    Length – 9,859ft.    Width – 131ft.    Surface – Asphalt				222deg	7.9NM
<b>Flight No. 813-02-33</b>	<b>Arrival Airport Elev. – 40ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>210NM</b>



**Wednesday 6th November**

Today we fly over the Gulf of Tonkin, which in August 1964 was the location for attacks by North Vietnamese torpedo boats on the destroyers Maddox and C. Turner Joy of the U.S. Seventh Fleet. This led to a resolution put before the U.S. Congress by President Lyndon Johnson on Aug. 5, 1964 "to approve and support the determination of the president, as commander in chief, in taking all necessary measures to repel any armed attack against the forces of the United States and to prevent further aggression". It also declared that the maintenance of international peace and security in Southeast Asia was vital to American interests and to world peace. Both houses of Congress passed the resolution on August 7, the House of Representatives by 414 votes to nil, and the Senate by a vote of 88 to 2. The resolution served as the principal constitutional authorization for the subsequent escalation of the United States' military involvement in the Vietnam War. Several years later, many congressmen came to see the resolution as giving the president a blanket power to wage war, and the resolution was repealed in 1970.

Having crossed the Gulf we land on Hainan Island, which is the location of a Pirelli 800,000-a-year radial tyre plant.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 35L	Init. Hdg – 309deg.	Init. Alt – 4,500ft	Apt Elev. – 33ft.		
Danang (VVDN) Vietnam  To  Meilan (ZJHK) China	<b>Departure:</b> To P (Hue). Make a standard rate right turn to 309deg, and follow the OB from DAN VORDME 114.40. When you acquire NDB P (Hue) 348.0 and head towards the NDB.....				309deg	35NM
	<b>Enroute:</b> To WL. Turn left to 039deg and follow the OB (219deg) bearing from P (Hue). When you lose the NDB, retune the ADF to WL 426.0 and head towards the NDB..... To Fix 04. Turn left to 029deg, follow the OB (209deg) course from WL and start your descent to 5,500ft. Tune Nav1 to runway 9 ILS 111.50, and set the OBS to 091deg. Start your descent to 3,500ft when you start to pick up the ILS.....				039deg	158NM
	<b>Approach:</b> To Runway. Turn right to 091deg and make a visual or ILS approach to the runway..... Land – Meilan runway 9                      Length – 11,801ft.    Width – 148ft.                      Surface – Concrete				029deg	98NM
					091deg	13.6NM
<b>Flight No. 813-02-35</b>	<b>Arrival Airport Elev. – 75ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>364NM</b>

A DC-3 Airways Charter by Tim Cook

**Thursday 7th November**

Don't forget to install the Kai Tak scenery before flying this leg.

Kai Tak is named after two businessmen, Sir Ho Kai and Mr. Au Tak, who were involved in a company formed to reclaim land in Kowloon Bay for a residential housing scheme. The Company failed and the reclaimed land was left vacant. The first recorded flight from Kai Tak took place on Lunar New Year's Day in 1925, and the first commercial passengers flight, operated by Imperial Airways, landed on 24 March 1936 from Penang.

In 1974, the visual approach to runway 13 was replaced by the Instrument Guidance System (IGS). This significantly increased the utilization of the runway under adverse weather conditions particularly during long periods of the prevailing easterly winds.

On July 6, 1998, Kai Tak was replaced with Chek Lap Kok Airport, which was named after one of the islands that make up the airport's 1,248-hectare platform that was reclaimed from the sea.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 9	Init. Hdg – 356deg.	Init. Alt – 3,000ft	Apt Elev. – 75ft.		
Meilan <b>(ZJHK)</b> China  To  Hong Kong Intl <b>(VHHH)</b> Hong Kong, China	<b>Departure:</b> To LH. Tune the ADF to LH 356.0. After take off turn left heading 356deg, you will pick up the NDB after a few minutes. Start to climb towards 3,000ft.....				356deg	74.6NM
	<b>Enroute:</b> Continue to LH. Tune ZUH VORDME 116.70. At LH, turn to 071deg and fly toward ZUH. You will pick up the signal in about 20 minutes. Adjust the OBS and fly direct to ZUH.				071deg	187NM
	<b>Approach:</b> At ZUH turn to 080deg. Tune ILS 111.10 for an approach on runway 07L.  Land – runway 07L                      Length – 12,465ft.    Width – 197ft.                      Surface – Asphalt				080deg	25NM
<b>Flight No. 813-02-36</b>	<b>Arrival Airport Elev. – 28ft.</b>				<b>Estimated totals for this flight&gt;&gt;&gt;</b>	
						<b>286NM</b>



**Saturday 9th November**

Today's flight takes us over the island of Taiwan, or Formosa. From the mid-1660s to 1895, Taiwan was administered by the Imperial Chinese government, after which (until 1945) the island was ruled by the Japanese as a colony. In 1945, Taiwan reverted to China, and in 1949 it became the last territory controlled by the Nationalist government. The Nationalists have continued to claim jurisdiction over the Chinese mainland, whereas the government of the People's Republic of China on the mainland claims jurisdiction over Taiwan; both governments agree that the island is a sheng (province) of China. Taipei, designated by the Nationalists as the provisional capital of the Republic of China, was the provincial capital until 1967, when the capital was moved to Chung-hsing Hsin-ts'un.

The crest of the Chung-yang Shan-mo (Central Range) lies east of and parallels the island's axis. Scores of peaks rise to about 10,000 feet, the highest being Yü Shan 13,113 feet (3,997 metres) in the south central part of the island. Around the mountainous area are numerous independent hills, with an average height of 5,000 feet.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 05	Init. Hdg – 121deg.	Init. Alt – 3,500ft	Apt Elev. – 591ft.		
Gaoqi (ZSAM) China  To  Hateruma (RORH) Japan	<b>Departure:</b> To Fix 01. Follow outbound radial from VORDME XMN 114.5 to Fix 01. To Fix 02. Tune the ADF to BS 345.0 and after take off turn right to 115deg. Waypoint reached when the RMI reads 277deg.....				121deg	14.4NM
	<b>Enroute:</b> To WK. Turn left to 097deg, follow the OB (277deg) bearing from BS and climb to 3,500ft. When you lose the signal from BS, start to climb towards 13,500ft and retune the ADF to WK 340.0.....				097deg	131.7NM
	To YU. Turn right to 109deg, retune the ADF to YU 380.0 and head for the NDB.....				109deg	45.9NM
	To Fix 03. Turn left to 084deg, follow the OB (264deg) bearing from YU and Start your decent to 3,500ft. Waypoint reached when you lose the YU signal.....				084deg	113.5NM
	To HR. Turn right to 157deg, retune the ADF to HR 332.0 and head for the NDB. Start your descent to 1,500ft and slow to 120kts.....				157deg	15.9NM
	<b>Approach:</b> To Fix 04. Turn right to runway reciprocal 205deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 250deg and fly Hdg for one minute. Make a left 180deg turn to 070deg. When you can see the runway turn left to runway Hdg 025deg for a visual approach.....				205deg Final Hdg 025deg	4.0NM  9.2NM
Land – Hateruma runway 2                      Length – 2,630ft.                      Width – 82ft.                      Surface – Asphalt						
<b>Flight No. 813-02-38</b>	<b>Arrival Airport Elev. – 42ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>324.8NM</b>

**Sunday 10th November**

Today's leg takes us to Okinawa, which was the setting for the largest amphibious invasion of the Pacific campaign and the last major campaign of the Pacific War. More ships were used, more troops put ashore, more supplies transported, more bombs dropped and more naval guns fired against shore targets than any other operation in the Pacific. More people died during the Battle of Okinawa than all those killed during the atomic bombings of Hiroshima and Nagasaki. Casualties totalled more than 38,000 Americans wounded and 12,000 killed or missing, more than 107,000 Japanese and Okinawan conscripts killed, and perhaps 100,000 Okinawan civilians perished in the battle. Thirty-four allied ships and craft of all types were sunk, mostly by kamikazes, and 368 ships and craft damaged. The fleet also lost 763 aircraft. American losses at Okinawa were so heavy as to illicit Congressional calls for an investigation into the conduct of the military commanders. Not surprisingly, the cost of this battle in terms of lives, time and material, weighed heavily in the decision to use the atomic bomb against Japan just six weeks later.

American troops landed on the island on 1<sup>st</sup> April 1945 and the document ending the Battle of Okinawa was signed on what is now Kadena Air Base on 7<sup>th</sup> September 1945.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 2	Init. Hdg – 054deg.	Init. Alt – 3,500ft	Apt Elev. – 42ft.		
Hateruma (RORH) Japan  To  Okinawa Island (RODN) Japan	<b>Departure:</b> To IG. Tune the ADF to IG 349.0 and after take off turn right to 054deg and head towards the NDB.....				054deg	31NM
	<b>Enroute:</b> To SJE. Turn right to 065deg, tune to VORDME SJE 117.1 and fly direct. To RODN. Turn left to 060deg and follow the OB (240deg) bearing from SJE. Tune to KAD VORTAC 112.00 and set the OBS to 060deg.				065deg	56NM
	<b>Approach:</b> To Runway. Turn left to 055deg and make a visual or ILS approach to the runway ..... Land – Kadena AB runway 5L Length – 12,108ft. Width – 300ft. Surface – Asphalt				060deg	169NM
<b>Flight No. 813-02-39</b>	<b>Arrival Airport Elev. – 144ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>255.5NM</b>

**Monday 11th November**

Today's leg takes us up the eastern edge of the Ryukyu Islands and over the Ryukyu Trench. This is a deep ocean trench, which reaches a maximum depth of 24,629 feet (7,507 m). It is 1,398 miles (2,250 km) long, and its mean width is 37 miles (60 km). However, the deepest trench in the world is the Mariana Trench, situated east of the Mariana Islands. In 1957, during the International Geophysical Year, the Soviet research ship *Vityaz* sounded a new world record depth of 36,056 feet (10,990 m), which was later increased to 36,201 feet (11,034 m).

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 5L	Init. Hdg – 039deg.	Init. Alt – 2,500ft	Apt Elev. – 144ft.		
Okinawa Island (RODN) Japan  To  Kikai (RJKI) Japan	<b>Departure:</b> To ON. Tune VORDME TKE 110.40.....				039deg	106NM
	<b>Enroute:</b> To RJKI. At TKE turn right to 066deg, and follow the OB heading. Start your descent to 1,000ft when you can see the island in front of you.				066deg	63NM
	<b>Approach:</b> To Runway. Make a visual approach to the runway..... Land – Kikai Aero runway 7                      Length – 3,935ft.                      Width – 98ft.                      Surface – Asphalt				Final Hdg 070deg	
<b>Flight No. 813-02-40</b>	<b>Arrival Airport Elev. – 16ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>169NM</b>

**Tuesday 12th November**

Today's leg takes us to Nagasaki, which was the only Japanese port permitted by the Tokugawa shogunate (military government) to be used by foreigners between 1639 and 1859 when all other ports were closed. In the 19th century, Nagasaki became a leading East Asian coaling station and served as the winter port of the Russian Asiatic fleet until 1903.

The second atomic bomb dropped on Japan by the United States in World War II destroyed the innermost portion of Nagasaki on Aug. 9, 1945. The terrain and smaller size of Nagasaki reduced the destruction of life and property as compared to that of the atomic bomb explosion over Hiroshima, but nevertheless, 39,000 persons were killed outright and about 25,000 were injured. About 40 percent of the city's buildings were completely destroyed or severely damaged. The Japanese government commenced surrender negotiations the next day.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 7	Init. Hdg – 008deg.	Init. Alt – 3,500ft	Apt Elev. – 15ft.		
Kikai (RJKI) Japan  To  Nagasaki (RJFU) Japan	<b>Departure:</b> After take off turn left to 028deg. Tune for TGE 115.40 and track when signal is acquired.				028deg	148NM
	<b>Enroute:</b> To HKC. At TGE turn to 348deg, and follow the OB bearing from TGE. When you lose the signal, tune HKC 113.30 and fly direct.				348deg	69NM
	To AKE. At HKE turn to 343deg. Tune and follow signal to AKE 113.40.				343deg	52NM
	To WP1. Turn left to 345deg and follow the OB bearing from AKE. At AKE DME 18.8NM you have reached WP1.8 Tune Nav1 to runway 32 ILS 110.90, set the OBS to 326deg. Start your descent to 2,400ft.				351deg	18.8NM
	<b>Approach:</b> To Runway. Turn left to 326deg and make a visual or ILS approach to the runway ..... Land – Nagasaki runway 32                      Length – 9,849ft.                      Width – 197ft.                      Surface – Asphalt				326deg	10.9NM
<b>Flight No. 813-02-41</b>	<b>Arrival Airport Elev. – 6ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>296.1NM</b>

**Wednesday 13th November**

In the book, the steamer at Hong Kong completed its repairs 12 hours early and consequently Phileas Fogg missed it and was forced to hire a small schooner to take him to Shanghai. There he managed to stop a boat to take him on to Nagasaki and Yokohama. Meanwhile Passepartout, having managed to awake from the opium sufficiently, was able to catch the steamer directly to Yokohama.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 32	Init. Hdg – 64deg.	Init. Alt – 7,500ft	Apt Elev. – 6ft.		
Nagasaki (RJFU) Japan  To  Tokushima (RJOS) Japan	<b>Departure:</b> To SGE. Tune SGE 114.70. After take off make a standard rate turn to 64deg.				64deg	24NM
	<b>Enroute:</b> To MYE. Turn left to 078deg and fly direct to MYE 110.60.				078deg	127NM
	To KJ. Turn right to 091deg and follow the OB bearing from MYE. When lose the signal tune the ADF to KJ 352.0, which you will pick up after about 10 minutes. Head towards the NDB.....				091deg	98NM
	To WP2. Turn right to 094deg and follow the OB bearing from KJ. When you can see the sea start your descent to 4,500ft, and when you have crossed the last of the mountains start your descent to 1,300ft. Tune Nav1 to runway 29 ILS 108.90, set the OBS to 290deg				094deg	9.8NM
	<b>Approach:</b> To WP3. Turn left to 352deg. To Runway. Turn left to 290deg and make a visual or ILS approach to the runway ..... Land – Tokushima runway 29      Length – 6,560ft.      Width – 148ft.      Surface – Asphalt				352deg 290deg	6.6NM 10.5NM
<b>Flight No. 813-02-42</b>	<b>Arrival Airport Elev. – 26ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>277NM</b>

**Thursday 14th November**

Today's leg takes us past Mount Fuji (Japanese Fuji-San, also Fujiyama, or Fuji No Yama), which is the highest mountain in Japan, rising to a height of 12,388 feet (3,776 m). The base of the volcano is about 78 miles (125 km) in circumference and has a diameter of about 25 to 30 miles (40 to 50 km). At the summit, the crater spans about 1,600 feet (500 m) in surface diameter and is about 820 feet (250 m) deep.

The mountain's name, of Ainu origin, means "everlasting life." Mount Fuji, with its graceful conical form, has become famous throughout the world and is considered the sacred symbol of Japan. The sacred mountain (one sect, the Fujiko, accords it virtually a soul) is surrounded by temples and shrines, there even being shrines at the edge and the bottom of the crater. Climbing the mountain has long been a religious practice (though until the Meiji Restoration women were not allowed to climb it). The ascent in early times was usually made in the white robes of a pilgrim. Today great crowds, numbering more than 100,000 a year, flock there, mostly during the climbing season from July 1 to August 26.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 11	Init. Hdg – 055deg.	Init. Alt – 5,500ft	Apt Elev. – 26ft.		
Tokushima (RJOS) Japan  To  Tokyo (Haneda) (RJTT) Japan	<b>Departure</b> To CBE. Tune CBE after take off make a right turn to 075deg, and start your climb towards 5,500ft.					
	<b>Enroute:</b> To CBE. Turn to 75deg, tune CBE 117.80 and fly direct. To SZE. Turn right to 100deg, tune SZE 110.60 and fly direct. To XAC. Turn right to 101deg, follow the OB bearing from SZE and start your climb towards 9,500ft. When you can clearly see Mount Fuji in front of you tune XAC 113.10. When you are over the coastline slow to 120kts and start your descent to 6,500ft. Tune Nav1 to runway 34R ILS 108.90, set the OBS to 333deg.				75deg 100deg	117NM 69NM
	<b>Approach:</b> To WP1. Turn to 045deg, follow the OB bearing from XAC and start your descent to 3,300ft. To Runway. Turn left to 333deg and make a visual or ILS approach to the runway. Land – Haneda runway 34R            Length – 9,851ft.        Width – 197ft.                    Surface – Asphalt				101deg	60NM
					045deg 333deg	45NM 18NM
<b>Flight No. 813-02-43</b>	<b>Arrival Airport Elev. – 21ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>309NM</b>

**Friday 15th November**

After some adventures, Phileas Fogg and Passepartout were reunited at Yokohama (Tokyo harbour) and together with Mr Fix, they set out across the Pacific on the paddle steamer the "General Grant". We won't be able to follow them directly across the ocean and must go round via the Aleutian Islands.

Phileas Fogg arrived in Yokohama on 14<sup>th</sup> November, so we are running neck and neck again.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 34R	Init. Hdg – 346deg.	Init. Alt – 3,500ft	Apt Elev. – 21ft.		
Tokyo (Haneda) (RJTT) Japan  To  Hanamaki (RJSI) Japan	<b>Departure:</b> To HME. After take off make a left turn to 306deg, cross over the docks at Yokohama and also central Tokyo, where you will see the Emperor's Palace. Start your climb towards 3,500ft.				306deg	1.1NM
	<b>Enroute:</b> To FKE. Turn right to 025deg, follow the OB bearing from HME and start to climb towards 7,500ft. Tune the FKE 113.40 and fly direct.				025deg	105NM
	To YTE. Turn left to 005deg and follow the OB bearing from FKE. Tune HPE 112.80 and fly direct.				005deg	70NM
	To HPE. Turn right to 038deg and follow the OB bearing from YTE. Tune Nav1 to runway 20 ILS 109.30, and set the OBS to 198deg. Tune Nav2 to HPE 112.80. Start your descent to 2,000ft and slow to 120kts when the Nav2 DME reads 25NM....				038deg	72NM
<b>Approach:</b> To runway. Overfly the runway at heading of 038 deg for 10 miles. Make a left 180 deg turn to runway Hdg 198deg for a visual or ILS approach. Land – Hanamaki runway 20      Length – 6,567ft.      Width – 148ft.      Surface – Asphalt				198deg	11.3NM	
<b>Flight No. 813-02-44</b>	<b>Arrival Airport Elev. – 295ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>275NM</b>

**Saturday 16th November**

Today's leg is the last in Japan. Japan literally means "Origin of Sun" and hence its common name of the "Land of the Rising Sun. The Japanese name *Nippon* is used on stamps and for international sporting events, while *Nihon* is used more often within Japan. It is from the Chinese version of the name that the English *Japan* was derived. The early Mandarin Chinese word for Japan was recorded by Marco Polo as *Cipangu*. In Malay, the Chinese word became *Japang* and was thus encountered by Portuguese traders in Moluccas in the 16th century. It is thought the Portuguese traders were the first to bring the word to Europe. It was first recorded in English in 1577 spelled *Giapan*.

Originally, the emperors were the nominal rulers of Japan, but actual power was usually held by powerful court nobles, regents, or *Shoguns* (military governors). Ancient political structure held that, once battles between rivals were finished, the victorious Shogun would migrate to the capital Heian (now Kyoto) to rule under the grace of the Emperor. However, in 1185, general Minamoto no Yoritomo was the first to break this tradition, by refusing to relocate and subsequently holding power in Kamakura, just south of present-day Yokohama. Japan soon fell into warring factions, and suffered through what became known as the Warring States or Sengoku Period. During the 16th century, traders from Portugal, the Netherlands, England, and Spain arrived, as did Christian missionaries. During the early part of the 17th century, Japan's shogunate suspected that they were actually forerunners of a military conquest by European powers and ultimately barred all relations with the outside world except for severely restricted contacts with Dutch and Chinese merchants at Nagasaki. This isolation lasted for 251 years, until Commodore Matthew Perry forced the opening of Japan to the West with the Convention of Kanagawa in 1854.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 20	Init. Hdg – 023deg.	Init. Alt – 7,500ft	Apt Elev. – 295ft.		
Hanamaki (RJSI) Japan  To  Nakashibetsu (RJCN) Japan	<b>Departure:</b> To RJSH. Tune the VOR to TACAN HVT 108.60 and after take off make a standard rate right turn to 021deg. Start your climb towards 7,500ft and head towards HVT, which you will pick up shortly after take off.....				021deg	69NM
	<b>Enroute:</b> To RJCT. Turn right to 036deg and follow the OB (216deg) bearing from HVT. When you lose the signal, retune to OH 239.0, which you will receive after a few mins, and head towards the NDB. To RJCN. Turn right to 079deg and follow the OB (259deg) bearing from OH. 4 mins after station passage OH tune the VORDME NSE 111.45 and fly direct to the destination.				036deg	160NM
					070deg	89NM
	<b>Approach:</b> To runway. Turn to Hdg 080deg and make a visual or ILS approach to the runway ..... Land – Nakashibetsu runway 8      Length – 6,552ft.      Width – 148ft.      Surface – Asphalt					
<b>Flight No. 813-02-45</b>	<b>Arrival Airport Elev. – 214ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>317NM</b>

**Sunday 17th November**

Today's leg takes us over the Kuril Islands, which were discovered in 1634 by the Dutch navigator Martin de Vries. The Kurils were originally settled by the Russians, following their exploration in the 17th and 18th centuries. In 1855, however, Japan seized a group of the southern islands and in 1875 took possession of the entire chain. In 1945, as part of the Yalta agreements, some of the islands were ceded to the Soviet Union, and the Japanese population was repatriated and replaced by Soviets. Japan still claims historical rights to the southernmost islands and has tried repeatedly to persuade the Soviet Union and, from 1991, Russia to return the islands to Japanese sovereignty. The failure to resolve the impasse has been a major obstacle in Russo-Japanese relations since the end of the war. Since the end of the war, Japan and Russia have still not signed a peace treaty ending the conflict between the two countries.

The chain is part of the belt of geologic instability circling the Pacific and contains at least 100 volcanoes, of which 35 are still active, and many hot springs. Earthquakes and tidal waves are common; the tidal wave of 1737 attained a height of 210 feet (64 m), one of the highest on record. Parallel to the chain, in the Pacific floor, is the Kuril Trench, which reaches a depth of more than 6.5 miles (10.5 km).

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	REAL WEATHER IS NOT RECOMMENDED FOR THIS HOP. I SUGGEST THAT YOU CLEAR ALL WEATHER AND SET THE VISIBILITY TO "UNLIMITED".					
	Dep. Rwy – 8	Init. Hdg – 080deg.	Init. Alt – 13,500ft	Apt Elev. – 213ft.		
Nakashibetsu (RJCN) Japan  To  Petropavlovsk-Kamchatsk (UHPP) Russia	<b>Departure:</b> To Fix 03. Tune Nav1 to NSE VOR/DME 115.60 and set the OBS to 080deg. After take off make a slight left turn and when the OBS needle centres turn right to 080deg and follow the OBS needle. Start your climb towards 13,500ft and head towards the right hand side of the island that you see in front of you. The waypoint is reached when the DME reads 28.0NM, when you should turn left and head up the right hand side of the island.....				080deg	28.6NM
	<b>Enroute:</b> <b>Always head up the right hand side of any landmass (i.e. keep the land on your left). On a couple of occasions, you may see two possible islands to head for – always choose the island to your right.</b>  To Fix 16. The entire enroute section of this leg is VFR only. The route hops from one island to the next, if you are getting to the end of an island and you can't see the next one, make sure you look a little to the left and right rather than just staring in front of you. Tune the ADF to PR 535.0, the waypoint is reached when the RMI reads 016deg.....				Av C'se 048deg	721.9NM
	<b>Approach:</b> To PR. Turn left to 016deg, head towards the NDB, and commence your descent to 1,100ft..... To runway. Turn left to runway Hdg 345deg and make a visual approach to the runway ..... Land – Yelizovo runway 34R                      Length – 11,082ft.                      Width – 197ft.                      Surface – Concrete				016deg 345deg	79.1NM 2.8NM
<b>Flight No. 813-02-46</b>	<b>Arrival Airport Elev. – 131ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>832.4NM</b>

**Monday 18th November**

Today's leg takes us over the Bering Sea. This, and the Bering Strait were first explored by Russian ships under Semyon Dezhnyov, in 1648. They are named for Vitus Bering, a Danish captain who was taken into Russian service by Peter the Great, in 1724. He sailed into the strait four years later but did not see the Alaskan coast, although he discovered the islands of St. Lawrence and Diomedede. In 1730, the strait was charted for the first time by Mikhail Gvozdev and Ivan Fyodorov. Bering sailed again in 1733, leading a large expedition from St. Petersburg along the northern coast of Siberia, and he reached the Gulf of Alaska in the summer of 1741. He explored the south-western coast of mainland Alaska, the Alaska Peninsula, and the Aleutians, but misfortune befell him, and he perished in that year along with many of his men.

The Bering Strait is a relatively shallow passage averaging 100 to 165 feet (30 to 50 metres) in depth. During the Ice Age, the sea level fell by several hundred feet, making the strait into a land bridge between the continents of Asia and North America, over which a considerable migration of plants and animals occurred.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 34R	Init. Hdg – 142deg.	Init. Alt – 9,500ft	Apt Elev. – 131ft.		
Petropavlovsk-Kamchatsk <b>(UHPP)</b> Russia  To  Casco Cove Coast Guard Station <b>(ATU or PATU or PAAT)</b> United States	<b>Departure:</b> To HY. Tune the ADF to HY 685.0 and after take off make a standard rate right turn to 142deg. Start your climb towards 9,500ft and head towards the NDB. Tune Nav2 to SYA VORTAC 109.00 and set the OBS to 084deg.....				142deg	18.7NM
	<b>Enroute:</b> To ATU. Turn left to 084deg and follow the OB bearing from HY. You need to make a precise departure from HY if you want to get to ATU in one piece. However, the SYA VORTAC does have a range of 195NM, so you should be able to pick it up even if you drift a bit off course.				084deg	520NM
	<b>Approach:</b> With the field in sight, set up for a landing on runway 02 or 20 depending on wind direction. ATU is approximately 30 nm east of the SYA VORTAC.  Land – Casco Cove                      Length – 5,800ft.      Width – 150ft.                      Surface – Asphalt					
<b>Flight No. 813-02-47</b>	<b>Arrival Airport Elev. – 40ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>539NM</b>



**Wednesday 20th November**

Today's leg takes us to Dutch Harbor (Unalaska) which was the scene of the less well-known attack by Japanese forces on the USA. In May 1942, Imperial Guard Headquarters in Tokyo ordered an attack on the Midway Islands, with the dual mission to occupy those islands and destroy the remnants of the US Pacific Fleet. An attack on the Aleutians was planned to divert American attention from Midway. However, the US had broken the Japanese codes, and was alert to the forthcoming attacks and Dutch Harbor was notified that the Japanese would attack sometime between June 1 and June 10. The attack was carried out on June 3<sup>rd</sup> by a force consisting of the aircraft carriers *Ryujo* and *Junyo* (which had 40 fighters and 42 bombers), the heavy cruisers *Takao* and *Maya*, and three destroyers. During the two days of air attacks 43 Americans lost their lives, however, one Japanese Zero did not return to the *Ryujo*, making a forced landing on Akutan. This provided the Americans with their first opportunity to study this excellent airplane and the opportunity to redesign its own fighters.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	<b>REAL WEATHER IS NOT RECOMMENDED FOR THIS HOP. I SUGGEST THAT YOU CLEAR ALL WEATHER AND SET THE VISIBILITY TO "UNLIMITED".</b>					
	<b>Dep. Rwy – 23</b>	<b>Init. Hdg – 052deg.</b>	<b>Init. Alt – 13,500ft</b>	<b>Apt Elev. – 16ft.</b>		
Adak Island <b>(PADK)</b> United States  To  Unalaska <b>(PADU)</b> United States	<b>Departure:</b> To Fix 03. Tune the ADF to ADK 530.0, and Nav1 to DUT DME 113.90. After take off make a standard rate left turn to 052deg, and start your climb towards 13,500ft. The waypoint is reached when the RMI reads 251deg.....				052deg	5.5NM
	<b>Enroute:</b> To Fix 06. Turn right to 071deg and follow the OB (251deg) bearing from NUD over the chain of islands. The remainder of the enroute section is VFR only. The route hops from one island to the next, if you are getting to the end of an island and you can't see the next one, make sure you look a little to the left and right rather than just staring in front of you.....				Av C'se 062deg	279.2NM
	To Fix 07. When the DME reads 112NM you will be approaching a large, long island. Turn left to 029deg and follow the left hand coast (i.e. keep the island on your right). Keep on this heading and aim to cross the end of the headlands that you can see in front of you. Retune the ADF to DUT 283.0.....				029deg	53.2NM
	To Fix 08. When the ADF picks up the NDB start your descent to 1,000ft, turn right to 055deg and head towards the NDB.....				055deg	24.5NM
	To Fix 09. When the DME reads 40NM, turn left to 036deg and aim to pass the seaward side the headland that you can see in front of you.....				036deg	32.0NM
<b>Approach:</b> To Fix 11. Continue to closely follow the coastline – don't cut across any bays you see as you may finish up on the wrong island, or miss the aerodrome. When your heading passes 120deg, start to configure the aeroplane for landing from short finals..... To runway. When the RMI reads 125deg turn left to 120deg for a visual approach..... Land – Unalaska runway 12                      Length – 3,896ft.                      Width – 100ft.                      Surface – Asphalt				Av C'se 102deg 120deg	16.7NM 3.3NM	
<b>Flight No. 813-02-49</b>	<b>Arrival Airport Elev. – 22ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>414.4NM</b>

**Thursday 21st November**

We continue along the Aleutian Islands, which are part of the "Ring of Fire", which is a nearly continuous chain of volcanoes surrounds the Pacific Ocean. 75% of the worlds volcanoes are within this zone.

Volcanoes have always been highly dangerous as is illustrated by this warning dated Jan. 16 1632, which was found in Portici, Italy, carved in stone:

*"Vesuvius burst into flames, always with huge extermination of those who hesitated. I warn you so that it does not find you undecided, this mountain has its womb heavy with pitch ... if you are wise listen to the voice of this stone."*

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 12	Init. Hdg – 024deg.	Init. Alt – 9,500ft	Apt Elev. – 22ft.		
Unalaska (PADU) United States  To  Sand Point (PASD) United States	<b>Departure:</b> To Fix 02. Tune the ADF to DUT 283.0, and Nav1 to CDB VORTAC 112.60, and set the OBS to 041deg. After take off make a sharp left turn to 024deg, and start your climb towards 9,500ft. The waypoint is reached when the RMI reads 221deg.....				026deg	6.2NM
	<b>Enroute:</b> To CDB. Turn right to 041deg and follow the OB (221deg) bearing from DUT until you start to receive the VOR signal from CDB. Tune the ADF to HBT 390.0, and follow the Nav 1 OBS to DUT.....				041deg	149.7NM
	To HBT. Turn right to 070deg, and reset the Nav1 OBS needle to 070deg. When the DME reads 25NM commence your descent to 1,500ft. When the ADF picks up the NDB head towards HBT and slow to 120kts.....				070deg	77.1NM
	<b>Approach:</b> To Fix 03. Turn right to runway reciprocal 133deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 178deg and fly Hdg for one minute. Make a left 180deg turn to 358deg. When you can see the runway turn left to runway Hdg 313deg for a visual approach..... Land – Sand Point runway 31      Length – 3,992ft.      Width – 150ft.      Surface – Asphalt				133deg Final Hdg 313deg	4.0NM  9.2NM
<b>Flight No. 813-02-50</b>	<b>Arrival Airport Elev. – 19ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>246.2NM</b>

**Friday 22nd November**

Today's leg takes us to Kodiak Island, which was discovered in 1763 by Stephan Glotov, a Russian fur trader, and was originally known as Kikhtak (Eskimo: "Island"), it was renamed Kadiak in 1890 and Kodiak in 1901. The first settlement was made in 1784 by Grigory Shelekhov at Three Saints Bay, on the island's south-eastern part. During the 19th century, the island was a base for seal and sea otter hunting and whaling. Russian control ended in 1867 and in the early 1900s and the U.S. Department of Agriculture established an experimental cattle station, but the eruption in 1912 of Novarupta Volcano near Mount Katmai blanketed the island with ash and interrupted agricultural activities. In 1964 a violent earthquake lowered the island by 5 to 6 feet (1.5 to 1.8 m), resulting in seismic waves that caused widespread devastation.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 12	Init. Hdg – 042deg.	Init. Alt – 9,500ft	Apt Elev. – 19ft.		
Sand Point (PASD) United States  To  Kodiak (PADQ) United States	<b>Departure:</b> To Fix 02. Tune the ADF to HBT 390.0. After take off make a standard rate right turn to 042deg, and start your climb towards 9,500ft. The waypoint is reached when the RMI reads 214deg.....				042deg	6.0NM
	<b>Enroute:</b> To Fix 04. Turn left to 033deg and follow the OB (213deg) bearing from HBT. When you lose the NDB signal continue to follow the coastline and retune the ADF to PDN 371.0. The waypoint is reached when the RMI reads 250deg.....				033deg	158.0NM
	To RWO. Turn right to 048deg, retune the ADF to RWO 394.0, and tune Nav1 to runway 25 ILS 110.90, and set the OBS to 250deg. When the ADF picks up the NDB head towards RWO and commence your descent to 5,000ft.....				048deg	148.7NM
	<b>Approach:</b> When you are clear of the hills descend to 1,400ft slow to 120kts, over fly the aerodrome to RWO..... To runway. Commence a procedure turn. Make a left turn to 035deg and fly Hdg for one minute. Make a right 180deg turn to 215deg. When you can see the runway turn right to runway Hdg 250deg for a visual or ILS approach..... Land – Kodiak runway 25                      Length – 7,546ft.      Width – 150ft.                      Surface – Asphalt				048deg Final Hdg 250deg	10.8NM
<b>Flight No. 813-02-51</b>	<b>Arrival Airport Elev. – 72ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>323.5NM</b>

**Saturday 23rd November**

Today's leg takes us to Anchorage, which was founded in 1914 as the headquarters of the Alaska Railroad running north to Fairbanks. It became a key aviation and defence centre with the construction of Fort Richardson and Elmendorf Air Force Base during World War II. Subsequently, it became a regular stop on air routes from Europe and the United States to East Asia. On March 27, 1964, a severe earthquake caused a number of deaths and extensive property damage in the city.

On Saturday July 8, 2000, Anchorage International Airport was renamed in honour of Alaska's senior United States Senator, Ted Stevens, to the "Ted Stevens Anchorage International Airport". Stevens was a pilot in the China-Burma-India theatre of World War II, supporting the Flying Tigers of the 14th U.S. Air Force. He received two Distinguished Flying Crosses, two Air Medals, and the Yuan Hai medal awarded by the Republic of China.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 25	Init. Hdg – 044deg.	Init. Alt – 9,500ft	Apt Elev. – 72ft.		
Kodiak (PADQ) United States  To  Anchorage (PANC) United States	<b>Departure:</b> To RWO. Tune the ADF to RWO 394.0. After take off make a very steep left turn to 044deg to avoid the hill in front of you. Head for the NDB.....				044deg	9.6NM
	<b>Enroute:</b> To ACE. Turn left to 349deg and follow the OB (169deg) bearing from RWO. When you lose the NDB signal from RWO retune the ADF to ACE 277.0 and head towards the NDB.....				349deg	114.9NM
	To IWW. Turn left to 344deg, retune the ADF to IWW 379.0 and head towards the NDB.....				344deg	58.1NM
	To CMQ. Turn right to 020g, retune the ADF to CMQ 338.0.. Tune Nav1 to runway 14 ILS 111.75, and set the OBS to 140deg. Start your descent to 1,700ft, and slow to 120kts.....				020deg	48.3NM
<b>Approach:</b> To Fix 04. Turn left to runway reciprocal 320deg and fly heading for 3mins..... To runway. Commence a procedure turn. Make a left 45deg turn to 275deg and fly Hdg for one minute. Make a right 180deg turn to 095deg. When you can see the runway turn right to runway Hdg 140deg for a visual or ILS approach ..... Land – Stevens Anchorage Intl runway 14 Length – 11,555ft. Width – 150ft. Surface – Asphalt				320deg Final Hdg 140deg	6.0NM  10.5NM	
<b>Flight No. 813-02-52</b>	<b>Arrival Airport Elev. – 150ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>247.4NM</b>

**Sunday 24th November**

Today's leg takes us over the port of Valdez, which is the northernmost all-year port in North America. Formerly known as Copper City, it was named in 1898 for its harbour, which was explored and named by the Spaniards in 1790, when it became a gateway for the Yukon goldfields. It is a port of entry and the southern terminal for the trans-Alaskan pipeline from Prudhoe Bay. After it was severely damaged in 1964 by the Alaskan earthquake, the town was rebuilt 5 miles (8 km) west on safer ground.

Valdez was the principal settlement affected when the oil tanker *Exxon Valdez* ran aground in Prince William Sound on March 24, 1989, in what was the largest oil spill in U.S. history.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 14	Init. Hdg – 320deg.	Init. Alt – 11,500ft	Apt Elev. – 150ft.		
Anchorage (PANC) United States  To  Cordova (PACV) United States	<b>Departure:</b> To get sufficient altitude to clear the local hills, you will need to make a climbing circuit of the aerodrome.  To Fix 03. Tune the ADF to CMQ 338.0. After take off make a standard rate right turn to 320deg and fly heading for 3 mins and start your climb towards 11,500ft.....				320deg	10.0NM
	<b>Enroute:</b> To Fix 05. Make a standard rate right turn to 091deg. The waypoint is reached when the RMI reads 244deg.....				091deg	11.1NM
	To MNL. Turn left to 064deg and follow the OB (244deg) bearing from CMQ. When you lose the CMQ NDB, tune the ADF to MNL 524.0, and head towards the NDB.....				064deg	97.8NM
	To Fix 06. Turn right to 144deg, retune the ADF to HBK 362.0, head towards the NDB and commence a 700FPM descent to 3,000ft. When you are established on course retune the ADF to GCR 404.0. The waypoint is reached when the RMI reads 085deg.....				144deg	29.6NM
	To GCR. Turn left to 085deg and head towards GCR. Tune Nav 1 to runway 27 ILS 110.70, and set the OBS to 268deg. When the DME reads 5.5NM start your descent to 1,600ft and slow to 120kts.....				085deg	22.4NM
<b>Approach:</b> To Fix 07. Turn to runway reciprocal 088deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 133deg and fly Hdg for 1min 30secs. Make a left 180deg turn to 313deg. When you can see the runway turn left to runway Hdg 268deg for a visual or ILS approach. .... Land – Cordova-Smith runway 27 Length – 7,479ft. Width – 150ft. Surface – Asphalt				088deg Final Hdg 268deg	4.0NM  10.7NM	
<b>Flight No. 813-02-53</b>	<b>Arrival Airport Elev. – 42ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>185.6NM</b>

**Monday 25th November**

Cordova (originally Puerto Cordova) was initially explored by the Spaniards in 1792. It was founded in the 1900s as a port for the Copper River and North-western Railroad, which served the Kennecott Copper Company mines, which ceased operations 1938. The city was damaged by the severe earthquake of March 27, 1964.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 27	Init. Hdg – 081deg.	Init. Alt – 11,500ft	Apt Elev. – 42ft.		
Cordova (PACV) United States  To  Gustavus (PAGS) United States	<b>Departure:</b> To Fix 03. Tune the ADF to GCR 404.0. After take off make a standard rate left turn to 081deg and start your climb towards 11,500ft. The waypoint is reached when the RMI reads 277deg.....				081deg	8.5NM
	<b>Enroute:</b> To Fix 04. Turn right to 097deg and follow the OB (277deg) bearing from GCR. The waypoint is when you pass over the final headland.....				097deg	51.1NM
	To CYT. Turn left to 054deg, retune the ADF to CYT 209.0 and head towards the NDB.....				054deg	43.5NM
	To OCC. Turn right to 082deg, retune the ADF to OCC 385.0. You will pick up the NDB after a few minutes when you should head towards the NDB.....				082deg	89.4NM
	To Fix 05. Turn left to 074deg and follow the OB (254deg) bearing from OCC. Tune Nav1 to VORTAC SSR 114.00, and set the OBS to 106deg. The waypoint is reached when the OBS needle centres.....				074deg	71.4NM
	To GAV. Turn right to 106deg, retune the ADF to GAV 219.0 and head towards the NDB. Start your descent to 1,500ft and slow to 120kts when Nav1 DME reads 72NM.....				106deg	74.6NM
<b>Approach:</b> To Fix 06. Turn to runway reciprocal 108deg and fly heading for 2mins..... To runway. Commence a procedure turn. Make a right 45deg turn to 153deg and fly Hdg for one minute. Make a left 180deg turn to 333deg. When you can see the runway turn left to runway Hdg 288deg for a visual approach .....				108deg Final Hdg 288deg	4.0NM  9.1NM	
Land – Gustavus runway 28                      Length – 6,710ft.                      Width – 150ft.                      Surface – Asphalt						
<b>Flight No. 813-02-54</b>	<b>Arrival Airport Elev. – 32ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>351.6NM</b>

**Tuesday 26th November**

Today's leg takes us to Prince Rupert, which was named in 1906 after Prince Rupert, the first governor of the Hudson's Bay Company. It began as a tent town and developed after 1914 as the terminus of the Grand Trunk Pacific Railway (later the Canadian National Railway). In the 1970s, it became the western terminus of the Yellowhead Highway from Edmonton, Alta. During World War II, Prince Rupert served as a marshalling and supply base for Allied forces in the Aleutians and the mid-Pacific.

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 28	Init. Hdg – 107deg.	Init. Alt – 9,500ft	Apt Elev. – 32ft.		
Gustavus (PAGS) United States  To  Prince Rupert (CYPR) Canada	<b>Departure:</b> To EEF. Tune the ADF to EEF 391.0. After take off make a standard rate left turn to 107deg, start your climb towards 9,500ft and head towards the NDB.....				107deg	24.2NM
	<b>Enroute:</b> To AFE. Turn right to 122deg and follow the OB (302deg) bearing from EEF. 20mins after station passage EEF retune the ADF to AFE 223.0, and head towards the NDB.....				122deg	84.4NM
	To SQM. Turn left to 112deg, retune the ADF to SQM 529.0 and head towards the NDB.....				112deg	40.2NM
	To CMJ. Turn right to 119deg and follow the OB (299deg) bearing from SQM. 5mins after station passage SQM retune the ADF to CMJ 396.0, and head towards the NDB.....				119deg	82.0NM
	To ICK. Turn right to 144deg, retune the ADF to ICK 266.0 and head towards the NDB.....				144deg	16.8NM
	To Fix 03. Turn left to 113deg, and follow the OB (293deg) bearing from ICK. Start your descent to 1,700ft and tune Nav1 to runway 13 ILS 109.70, and set the OBS to 128deg .....				113deg	56.7NM
<b>Approach:</b> To runway. When you can see the runway turn right to runway Hdg 128deg for a visual or ILS approach ... Land – Prince Rupert runway 13 Length – 6,046ft. Width – 200ft. Surface – Asphalt				128deg	5.0NM	
<b>Flight No. 813-02-55</b>	<b>Arrival Airport Elev. – 114ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>309.3NM</b>

**Wednesday 27th November**

Today's leg takes us to Port Hardy, which is situated on Vancouver Island, and was first discovered by Captain James Cook in 1778 during his unsuccessful search for the Northwest Passage around the top of Canada. A few months later, in a brief fracas with Hawaiians over the stealing of a cutter, Cook was slain on the beach at Kealakekua by the Polynesian natives.

The island was surveyed in 1792 by George Vancouver and was held by the Hudson's Bay Company until it was made a British crown colony in 1849. In 1866 it was united with the mainland colony of British Columbia, which in 1871 entered the Dominion of Canada as a province, with Victoria, the island's chief city, as the provincial capital.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 13	Init. Hdg – 128deg.	Init. Alt – 9,500ft	Apt Elev. – 114ft.		
Prince Rupert (CYPR) Canada  To  Port Hardy (CYZT) Canada	<b>Departure:</b> To PR. Tune the ADF to PR 218.0. After take off, head directly to PR, and start your climb towards 9,500ft				128deg	2.0NM
	<b>Enroute:</b> To MS. Turn to 129deg and follow the OB (309deg) bearing from PR. When you lose the signal from PR, retune the ADF to MS 388.0, and head towards the NDB.....				129deg	134.7NM
	To Fix 01. Continue on 129deg and follow the OB (309deg) bearing from MS. 10mins after station passage MS retune the ADF to ZT 242.0, start your descent to 1,400ft and head towards the NDB. Tune Nav1 to runway 11 ILS 109.50, and set the OBS to 107deg .....				129deg	103.8NM
	<b>Approach:</b> To runway. When you can see the runway turn left to runway Hdg 107deg for a visual or ILS approach ..... Land – Port Hardy runway 11            Length – 4,923ft.    Width – 150ft.                            Surface – Asphalt				107deg	3.7NM
<b>Flight No. 813-02-56</b>	<b>Arrival Airport Elev. – 72ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>244.2NM</b>

**Thursday 28th November**

The final part of today's leg takes us over Seattle's famous CN Tower. The Tower was built by Canadian National (CN) who wanted to demonstrate the strength of Canadian industry by building a tower taller than any other in the world. It was an ambitious project that involved 1,567 workers who worked 24 hours a day, five days a week for 40 months to completion, and was opened to the public on June 26, 1976.

The tower has a height of 1,815ft (553m) and is the tallest free standing structure in the world.

From - To	<b><u>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</u></b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 11	Init. Hdg – 095deg.	Init. Alt – 9,500ft	Apt Elev. – 72ft.		
Port Hardy (CYZT) Canada  To  Seattle (KSEA) United States	<b>Departure:</b> To YBL. Tune the ADF to ZT 242.0. After take off, turn left to 095deg, follow the OB (275deg) bearing from ZT, and start your climb towards 9,500ft. 20mins after take off retune the ADF to YBL 203.0 and head towards the NDB.....				095deg	87.2NM
	<b>Enroute:</b> To QQ. Turn right to 112deg, retune the ADF to QQ 400.0 and head towards the NDB.....				112deg	21.6NM
	To YCD. Turn left to 110deg, retune the ADF to YCD 251.0 and head towards the NDB.....				110deg	56.6NM
	To YJ. Turn right to 126deg, retune the ADF to YJ 200.0 and head towards the NDB. Tune Nav1 to CVV VOR/DME 117.20 and set the OBS needle to 111deg.....				126deg	34.5NM
	To CVV. Turn left to 111deg and follow the OBS needle to CVV. Retune the ADF to SZ 281.0.....				111deg	36.0NM
	To SZ. Turn right to 138deg, and start your descent to 1,600ft. When you pick up the NDB head towards SZ. Tune Nav1 to runway 34R ILS 110.30, and set the OBS to 341deg .....				138deg	45.9NM
<b>Approach:</b> To ODD. Turn right to 161deg, retune the ADF to ODD 224.0, slow to 120kts and head towards the NDB... To runway. Commence a procedure turn. Make a right 45deg turn to 206deg and fly Hdg for one minute. Make a left 180deg turn to 026deg. When you can see the runway turn left to runway Hdg 341deg for a visual or ILS approach .....				161deg Final Hdg 341deg	10.1NM  9.4NM	
<b>Flight No. 813-02-57</b>	<b>Arrival Airport Elev. – 429ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>	<b>301.3NM</b>	

**Friday 29th November**

Shortly after take off, we pass over the Tacoma Narrows Bridge. The original bridge was nicknamed Galloping Gertie because of its constant rocking and twisting in the wind. These oscillations became so great that on the morning of November 7<sup>th</sup> 1940, four months after its opening, a support cable near the middle of the bridge snapped, causing the entire structure to crash into the river below. An investigation disclosed that the section formed by the roadway and stiffening-plate girders did not absorb the turbulence of wind gusts; and at the same time, the narrow, two-lane roadway gave the span a high degree of flexibility. This combination made the bridge highly vulnerable to aerodynamic forces, which were insufficiently understood at the time. The failure, which took no lives because the bridge was closed to traffic in time, spurred aerodynamic research and led to important advances. The plate girder was abandoned in suspension-bridge design and the Tacoma Narrows Bridge was replaced in 1950 by a new span, which was stiffened with a web truss

Currently a new suspension bridge is being built parallel to and south of the existing bridge. The new bridge is also designed to accommodate a second deck if required in the future. The new Tacoma Narrows Bridge is scheduled to open in 2007.

From - To	<b><u>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</u></b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 34R	Init. Hdg – 340deg.	Init. Alt – 9,500ft	Apt Elev. – 429ft.		
Seattle (KSEA) United States  To  North Bend (KOTH) United States	<b>Departure:</b> To SZ. Tune the ADF to SZ 281.0. After take off continue on runway heading and show the staff at Boeing what a real aeroplane looks like!!.....				340deg	6.1NM
	<b>Enroute:</b> To GR. Turn left to 184deg, retune the ADF to GR 216.0, start your climb to 9,500ft and head towards the NDB.....				184deg	26.9NM
	To TDO. Turn left to 173deg, and retune the ADF to TDO 219.0, which you will start to receive after a few minutes. Head towards the NDB.....				173deg	41.4NM
	To PEN. Turn right to 218deg, retune the ADF to PEN 201.0 and head towards the NDB.....				218deg	37.8NM
	To TKW. Turn left to 177deg, and retune the ADF to TKW 271.0, which you will start to receive after a few minutes. Head towards the NDB.....				177deg	40.9NM
	To ON. Turn left to 171deg and retune the ADF to ON 350.0. Follow along the coastline until you pick up ON. Head towards the NDB.....				171deg	49.3NM
	To OT. Turn to 170deg, retune the ADF to OT 378.0 and start your descent to 1,200ft. Follow along the coastline until you pick up OT. Head towards the NDB and slow to 120kts. Tune Nav1 to runway 4 ILS 108.50, and set the OBS to 042deg.....				170deg	77.6NM
<b>Approach:</b> To runway. Commence a procedure turn. Make a right turn to 177deg and fly Hdg for one minute. Make a right 180deg turn to 357deg. When you can see the runway turn right to runway Hdg 042deg for a visual or ILS approach .....				Final Hdg 042deg	7.9NM	
Land – North Bend Mun runway 4                      Length – 5,314ft.                      Width – 150ft.                      Surface – Asphalt						
<b>Flight No. 813-02-58</b>	<b>Arrival Airport Elev. – 16ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>287.9NM</b>



**Sunday 1st December**

The final part of today's flight takes us to San Francisco. You pass over the Golden Gate Bridge, which before its completion in 1937, was considered impossible to build because of foggy weather, 60-mile-per-hour winds and strong ocean currents, which swept through the deep rugged canyon below. At a cost of \$35 million, the 1.2-mile bridge took more than four years to build and eleven men lost their lives during its construction. The book says that the colour of the bridge, known as International Orange, was chosen because it blends well with the bridge's natural surroundings. Personally, I think that it's a magnificent colour, but can't remember it blending in with the surroundings – perhaps I was looking the wrong way.

You also pass over Alcatraz (Spanish for pelican), which was originally named Isla de los Alcatraces after the birds that were the island's only inhabitants. The island served as a military fortification in the 1850s and an incarceration facility for war prisoners during the Spanish-American War. In 1934, Alcatraz became the infamous maximum-security prison for Mafia criminals and high-risk convicts. Famous island residents have included "Machine Gun" Kelly, Al Capone and Robert "Birdman" Stroud. Although the island is only a mile from shore, there is no evidence of any successful escapes across the icy waters of the bay. The island was a federal penitentiary until 1963, but is now a popular tourist attraction.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 32	Init. Hdg – 174deg.	Init. Alt – 4,500ft	Apt Elev. – 200ft.		
Arcata-Eureka (KACV) United States  To  San Francisco (KSFO) United States	<b>Departure:</b> To FOT. Tune Nav1 to FOT VORTAC 114.00 and set the OBS to 174deg. After take off make a standard rate left turn to 174deg, start your climb towards 5,500ft and follow the OBS needle to FOT.....				174deg	21.5NM
	<b>Enroute:</b> To ENI. Turn left to 139deg. Retune Nav1 to ENI VORTAC 112.30 and set the OBS to 139deg and follow the OBS needle to ENI.....				139deg	107NM
	To PYE. Turn right to 146deg. Retune Nav1 to PYE VORTAC 113.70 and set the OBS to 146deg and follow the OBS needle to PYE.....				145deg	61NM
	To OAK. Turn left to 108deg, reset the OBS and follow the OAK. Tune the ADF to AK 341.0, and commence your descent to 1,600ft. Waypoint reached when the RMI reads 113deg.....				108deg	37NM
	To AK. Turn left to 113deg and head towards the NDB. Retune Nav1 to runway 28R ILS 111.70, and set the OBS to 284deg.....				113deg	6.3NM
	<b>Approach:</b> To KSFO. Turn right to 185deg, retune the ADF to SF 379.0 and head towards the NDB..... To runway. Turn right to runway Hdg 284deg for a visual or ILS approach .....				185deg 284deg	7.7NM 10.9NM
<b>Flight No. 813-02-60</b>	<b>Arrival Airport Elev. – 10ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>252NM</b>

**Monday 2nd December**

At San Francisco, we have caught up and overtaken Phileas Fogg who didn't arrive until 3<sup>rd</sup> December. Detective Fix at last got hold of an arrest warrant for Phileas Fogg, only to find that it was now out of date. He therefore resolved to do his best to help Phileas Fogg get back to England, so that he could arrest him there. Phileas Fogg and his companions left San Francisco on the Pacific Express train at 6 PM on 3<sup>rd</sup> December to start on their journey towards New York.

Our route to New York follows as closely as possible the route of the Union Pacific railway line. The first public proposal for such a line was made by the New York City merchant Asa Whitney in 1844, and in 1853 Congress expended \$150,000 in looking for a feasible route. However, it wasn't until 1863 that the Central Pacific began laying track eastward from Sacramento whilst the Union Pacific started westward from Omaha, Nebraska, two years later. To meet its manpower needs, the Central Pacific hired thousands of Chinese labourers, including many recruited from farms in Canton. The crew had the formidable task of laying the track crossing the rugged Sierra Nevada mountain range and had to blast nine tunnels to accomplish this. The crew of the Union Pacific, which was composed largely of Irish immigrants and Civil War veterans, had to contend with Indian attacks and the Rocky Mountains. On May 10, 1869, after completing 1,800 miles (2,900 km) of new track, the two rail lines met at Promontory, Utah, when Governor Leland Stanford drove the Golden Spike into a polished California laurel tie before an audience of some 3,000 government and railroad officials and track workers.

In 1942 the rails were taken up for war scrap and the Golden Spike drawn from where it had been driven 73 years before; the old railroad bed remains, and in 1957 the area was designated a national historic site.

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 28R	Init. Hdg – 022deg.	Init. Alt – 11,500ft	Apt Elev. – 10ft.		
San Francisco ( <b>KSFO</b> ) United States  To  Winnemucca ( <b>KWMC</b> ) United States	<b>Departure:</b> To CC. Tune the ADF to CC 335.0. After take off make a standard rate right turn to 022deg, start your climb towards 11,500ft and head towards the NDB which you will start to receive soon after take off.....				022deg	32NM
	<b>Enroute:</b> To SAC. Turn right to 026deg, Tune to VORTAC SAC 115.20 and fly direct.				026deg	33NM
	To FMG. Turn right to 037deg and follow the OB bearing from SAC. When you lose the SAC, tune the FMG VORTAC 117.90 and fly direct.				037deg	110NM
	To LLC. Turn right to 038 deg. Tune Nav1 to LLC VORTAC 116.50 and fly direct. To Fix 02. Turn left to 014deg, follow the OB course from LLC. Tune Nav 2 to INA VOR/DME 108.20 and set the OBS needle to 090deg. Commence your descent to 5,700ft when the Nav 1 DME reads 11NM. Waypoint reached when the Nav 2 OBS needle centres.....				038deg 014deg	61NM 56NM

	<p><b>Approach:</b>                  To INA. Turn right to 090deg and follow the Nav 2 OBS needle to INA.....                  To Fix 03. Turn right to runway reciprocal 143deg and fly heading for 2mins.....                  To runway. Commence a procedure turn. Make a right 45deg turn to 188deg and fly Hdg for one minute.                  Make a left 180deg turn to 008deg. When you can see the runway turn left to runway Hdg 328deg for a                  visual approach .....</p> <p>Land – Winnemucca Mun runway 32      Length – 7,002ft.      Width – 100ft.      Surface – Asphalt</p>	090deg 143deg Final Hdg 328deg	6.8NM 4.0NM 9.1NM	
<p><b>Flight No. 813-02-61</b></p>	<p><b>Arrival Airport Elev. – 4,303ft.</b></p>	<p><b>Estimated totals for this flight&gt;&gt;&gt;</b></p>		<p><b>312NM</b></p>

**Tuesday 3rd December**

Today's leg takes us over the Bonneville Salt Flats, which was named after Captain Benjamin L. E. Bonneville who was the leader of an expedition in 1827.

The flats are, of course, famous for the numerous world land speed record attempts that were made there. The list gives some details as the record passed each 100 mph step.

Date	Driver	Speed	Location
18 December 1898	Count Gaston de Chasseloup-Laubat	39.24 mph	Paris, France
21 July 1904	Louis Emile Rigolly	103.55 mph	Ostend, Belgium
29 March 1927	Major Henry Seagrave	203.79 mph	Daytona Beach
3 September 1935	Malcolm Campbell	301.129 mph	Bonneville Salt Flats
5 August 1963	Craig Breedlove	407.45 mph	Bonneville Salt Flats
15 October 1964	Craig Breedlove	526.277 mph	Bonneville Salt Flats
15 November 1965	Craig Breedlove	600.601 mph	Bonneville Salt Flats
15 October 1997	Andy Green	763.035 mph	Black Rock Desert

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)
	Dep. Rwy – 32	Init. Hdg – 325deg.	Init. Alt – 11,500ft	Apt Elev. – 4,303ft.		
Winnemucca (KWMC) United States  To  Salt Lake City (KSLC) United States	<b>Departure:</b> To gain sufficient altitude to clear the surrounding hills you will need to make a climbing circuit of the aerodrome. To Fix 01. Tune Nav 1 to INA VOR/DME 108.2 and set the OBS to 0578deg. Tune Nav 2 to BQU VOR/DME 114.50 and set the OBS needle to 092deg. After take off continue on runway heading 0325deg and start your climb towards 11,500ft. Waypoint reached when the Nav 1 DME reads 5.4NM.....				325deg	7.1NM
	To Fix 03. Make a standard rate left turn to 146deg. Waypoint reached when the Nav 1 OBS needle centres.....					
	To INA. Make a standard rate left turn to 058deg and head towards INA VORDME 108.20					
	<b>Enroute:</b> To Fix 04. Continue on 057deg and follow the OB OBS needle from INA. Waypoint reached when the Nav 2 OBS needle centres.....				057deg	39NM
	To BQU. Turn right to 092deg and head towards BQU VORDME 114.50.				092deg	59NM
	To BVL. Turn left to 079deg, retune Nav 1 to BVL VORTAC 112.30, set the OBS to 079deg and follow the OBS needle to BVL.....				079deg	91NM
	To FFU. Turn right to 091deg, retune Nav 1 to FFU VORTAC 116.60, set the OBS to 091 deg and follow the OBS needle to FFU. Start your descent to 5,800ft when the DME reads 20.0NM.....				091deg	87NM
	<b>Approach:</b> To Fix 05. Turn left to 342deg and follow the OB course from FFU. When established on course retune Nav1 to runway 34R ILS 109.50, and set the OBS to 342deg.....				342deg	25NM
	To runway. Turn left to runway Hdg 342deg for a visual or ILS approach.....				342deg	5.8NM
	Land – Salt Lake City Intl runway 34R Length – 12,011ft. Width – 150ft. Surface – Asphalt					
<b>Flight No. 813-02-62</b>	<b>Arrival Airport Elev. – 4,226ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>321NM</b>

**Wednesday 4th December**

Today's leg takes us over Glenwood Springs, which is the last resting place of John Henry "Doc" Holliday, who was born in Griffin, Georgia on August 14 1851 and died in May 1887.

During his short lifetime, Doc Holliday, as he was called, graduated from the Pennsylvania College of Dental Surgery at Philadelphia, and practiced dentistry in several states. He also gambled, dealt Faro, and was involved in several disputes, some resulting in the death of another individual. His wanderings around the southwest took Doc to Texas, Wyoming, New Mexico, Kansas, and of course, Tombstone, Arizona. In the most infamous dispute of Doc Holliday's career, Doc, the Earps and the cattle rustling Clantons, "shot it out" at the OK Corral in Tombstone, on October 26,1881. After several more years of wandering, fighting, and gambling, Doc Holliday, a tubercular, came to Glenwood Springs, hoping that the restorative waters would be beneficial to his health. After dealing Faro and trying to practice dentistry for a few short months, Doc Holiday succumbed to tuberculosis and died at the Hotel Glenwood.

From – To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 34R	Init. Hdg – 341deg.	Init. Alt – 11,500ft	Apt Elev. – 4,226ft.		
Salt Lake City (KSLC) United States  To  Eagle (KEGE) United States	<b>Departure:</b> To TCH. Tune Nav 1 to TCH VORTAC 116.80 and set the OBS to 341deg. After take off continue on runway heading towards the VOR and start your climb towards 11,500ft.....				341deg	4.8NM
	<b>Enroute:</b> To PVU. Make a standard rate right turn to 149deg, retune Nav 1 to PVU VOR/DME 108.40, set the OBS to 149deg and follow the OBS needle to PVU.....				149deg	40NM
	To PUC. Turn left to 115deg, retune Nav 1 to PUC VOR/DME 115.50, set the OBS to 115deg and follow the OBS needle to PUC.....				115deg	58NM
	To JNC. Turn left to 094deg, retune Nav 1 to JNC VORTAC 112.40, set the OBS to 094deg and follow the OBS needle to JNC.....				094deg	97NM
	To RIL. Turn left to 050deg, retune Nav 1 to RIL VOR/DME 110.60, set the OBS to 0450deg and follow the OBS needle to RIL.....				050deg	57NM
	To SXW. Turn right to 068deg, retune Nav 1 to SXW VOR/DME 109.20, set the OBS to 068deg and follow the OBS needle to SXW. Start your descent to 9,000ft and slow to 120kts when the DME reads 18.0NM....				068deg	34NM
	<b>Approach:</b> To Fix 02. Turn right to runway reciprocal 070deg and fly heading for 5mins. Retune Nav1 to runway 25 ILS 110.10 To runway. Commence a procedure turn. When you can see the runway make visual or ILS approach (localiser only).....				070deg Final Hdg 253deg	10NM  11.1NM
Land – Eagle Co Regl runway 25                      Length – 7,987ft.                      Width – 150ft.                      Surface – Asphalt						
<b>Flight No. 813-02-63</b>	<b>Arrival Airport Elev. – 6,500ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>312NM</b>

**Thursday 5th December**

Today's leg passes over Fort Morgan, which is where Glenn Miller went to high school. He was born on 1st March 1904 in Clarinda, Iowa and was named Alton Glen Miller (later changed to Glenn). His parents moved to Fort Morgan in 1918. Glenn was a promising football player and in 1920 was named "Best Left End in Colorado" and given a football scholarship to the University of Northern Colorado, in Greeley, Colorado. However, he enjoyed music so much that he and some classmates decided to start their own band. By 1930, he was a much sought-after New York City free-lance musician. Later he became an organizer of other men's bands, particularly those of the Dorsey brothers (1934) and Ray Noble (1935). After an abortive attempt to form his own orchestra (1937), he tried again a year later and by 1939 had achieved world fame as a big-band leader. In 1942, he became part of the Army Specialists Corps with the rank of captain (later major) as leader of the U.S. Air Force band in Europe. On December 15, 1944, Glenn boarded a single engine C-64 Norseman aircraft to travel to Paris, France where he was to make arrangements for a Christmas broadcast. Tragically, the plane never reached France and his body was never found.

From – To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 25	Init. Hdg – 073deg.	Init. Alt – 13,500ft	Apt Elev. – 6,535ft.		
Eagle (KEGE) United States  To  McCook (KMCK) United States	<b>Departure:</b> To Fix 03. Tune the ADF to CQL 344.0 and Nav 1 to SXW VOR/DME 109.20, set the OBS to 053deg. After take off make a standard rate left turn to 070deg and start your climb towards 13,500ft. Waypoint reached when the RMI reads 216deg.....				073deg	6.8NM
	<b>Enroute:</b> To Fix 04. Turn left to 039deg and follow the OB (216deg) bearing from CQL through the valley. Waypoint reached when the OBS needle centres.....				039deg	9.6NM
	To FN. Turn right to 056deg, follow the OB (053deg) bearing from SXW, and tune the ADF to FN 400.0. You will pick up the NDB a few minutes after losing the SXW VOR.....				056deg	87NM
	To BAJ. Turn right to 075deg, follow the OB (252deg) bearing from FN and start your descent to 9,500ft. When you lose the signal from FN retune the ADF to BAJ 392.0 which you will pick up in a couple of minutes.....				075deg	80NM
	To KHEQ. Turn right to 080deg.				080deg	44NM
	To KIML. Turn right to 091deg. Tune Nav 1 to MCK VOR/DME 115.30 and set the OBS to 103deg				091deg	30NM
	To MCK. Turn right to 103deg and follow the OBS needle to MCK. Start your descent to 4,000ft and slow to 120kts when the DME reads 32.0NM.....				103deg	50NM
<b>Approach:</b> To Fix 05. Turn right to runway reciprocal 123deg and fly heading for 2mins.....				123deg	8.4NM	
To runway. Commence a procedure turn. When you can see the runway turn to Hdg 305deg for a visual approach.....				Final Hdg 305deg	5.2NM	
Land – McCook Mun runway 30                      Length – 6,446ft.                      Width – 100ft.                      Surface – Concrete						
<b>Flight No. 813-02-64</b>	<b>Arrival Airport Elev. – 2,561ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>322NM</b>





**Sunday 8th December**

Today's flight takes us along the southern edges of Lakes Michigan and Erie. The Great Lakes comprise the Lakes Superior, Michigan, Huron, Erie, and Ontario. Although Lake Baikal in Russia has a larger volume of water, the combined area of the Great Lakes, some 94,850 square miles (245,660 square kilometres), represents the largest surface of fresh water in the world, covering an area exceeding that of the United Kingdom. They drain an area of about 295,800 square miles, which includes the areas of the lakes themselves and their connecting waterways. Except for Lake Michigan, the lakes provide a natural border between Canada and the United States, a frontier that was stabilized by a boundary-waters treaty of 1909.

The lakes greatly modify the climate of the surrounding region. They absorb a large quantity of heat in the summer, which is then lost to the atmosphere during the winter, thus modifying the seasonal temperature range. Precipitation is substantially higher along the eastern shores of the lakes, creating a snowbelt that afflicts Erie, Pennsylvania, Buffalo, New York, and similarly situated cities. Severe storms can occur over the lakes, particularly in autumn and early winter. Winds can reach gale force and generate waves 10 feet or more in height. Large areas of the surface waters freeze during winter, although open patches usually remain in the centres of the lakes.

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 1L	Init. Hdg – 14deg.	Init. Alt – 3,500ft	Apt Elev. – 755ft.		
Chicago – Du Page ( <b>KDPA</b> ) United States  To  Akron ( <b>KAKR</b> ) United States	<b>Departure:</b> To ORD. After take off turn right to 074deg. Start your climb towards 3,500ft. Tune and fly direct to VORDME ORD 113.90.				074deg	17NM
	<b>Enroute:</b> To GY. Turn right to 132deg, retune the ADF to GY 236.0 and head towards the NDB				132deg	36NM
	To KMGC. Turn left to 075deg and fly to airport				075deg	24NM
	To SB. Turn right to 094deg, retune the ADF to SB 341.0 and head towards the NDB .....				094deg	27NM
	To KANQ. Turn right to 100deg and fly to airport				100deg	51NM
	To KUSE. Turn to 098deg, and fly to airport				098deg	43NM
	To PCW. Turn right to 103deg, and follow the OB (281deg) bearing from USE. 7mins after station passage USE retune the ADF to PCW 423.0 and head towards the NDB.....				103deg	57NM
To KBKL. Turn left to 098deg, and fly to airport and start your descent to 5,500ft.....				098deg	53NM	
To AK. Turn right to 162deg, retune the ADF to AK 362.0 and head towards the NDB. Slow to 120kts and start your descent to 2,500ft. Tune Nav1 to runway 25 ILS 110.90, and set the OBS to 250deg. Note ILS has localiser and DME only.....				162deg	30NM	
<b>Approach:</b> To runway. Turn right to 250deg for a visual or ILS approach.....				250deg	4NM	
Land – Akron Fulton Intl runway 25                      Length – 6,331ft.                      Width – 150ft.                      Surface – Asphalt						
<b>Flight No. 813-02-67</b>	<b>Arrival Airport Elev. – 1,050ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>342NM</b>

**Monday 9th December**

Today's leg finishes in New York. The approach is very non-standard, but does give a great view of the city and its many famous buildings and bridges. During the approach, you will see the Empire State Building directly in front of you. Excavation was begun on the site of the old Waldorf-Astoria Hotel at 350 Fifth Avenue on January 22nd 1930, whilst the actual building construction started on March 17th. It was completed 1 year and 45 days later on May 1st 1931, when the building was officially opened by President Herbert Hoover. Designed by the architectural firm of Shreve, Lamb, & Harmon Associates, the Empire State Building, at 1,472 feet (448 meters) to the top of the antennae, was the tallest building in the world until the completion of the first tower of the World Trade Centre in Lower Manhattan in 1972 (Sears Tower in Chicago was completed in 1973). The building alone was expected to cost about \$50 million, but due to the Great Depression the final bill was just under half this (\$24,718,000).

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 25	Init. Hdg – 251deg.	Init. Alt – 3,500ft	Apt Elev. – 1,050ft.		
Akron (KAKR) United States  To  New York (KLGA) United States	<b>Departure:</b> To KTSO. After take off turn left to 154deg and start your climb towards 3,500ft.				154deg	34NM
	<b>Enroute:</b> To KLBE. Turn left to 112deg, and head toward airport				112deg	78NM
	To JST. Turn left to 090deg, retune to VORTAC 113.00 and fly direct.				090deg	27NM
	To KRVL. Turn left to 074deg and head toward airport				074deg	59NM
	To BZJ. Turn right to 117deg and 7mins after station passage RV retune the ADF to BZJ 328.0 and head towards the NDB.....				117deg	51NM
	To KXLL. Turn left to 092deg and head toward airport				092deg	49NM
	To KLDJ. Turn right to 99deg and head toward airport				99deg	57NM
To OGY. Turn right to 113deg and retune the ADF to OGY 414.0. Head towards the NDB and start your descent to 2,000ft. Do not turn towards the runway when you cross the localiser beam.....				113deg	16.7NM	
<b>Approach:</b> To Fix 02. Make a sharp left turn to 347deg and follow the Nav 2 OBS needle. Waypoint reached when the Nav 2 DME reads 11.1NM.....				347deg	7.6NM	
To runway. Turn right to 046deg for a visual or ILS approach.....				046deg	6.8NM	
Land – La Guardia runway 4                      Length – 6,999ft.                      Width – 150ft.                      Surface – Asphalt						
<b>Flight No. 813-02-68</b>	<b>Arrival Airport Elev. – 13ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>387NM</b>

**Tuesday 10th December**

Phileas Fogg arrived in New York on 11<sup>th</sup> December at a quarter past eleven in the evening having travelled by special train from Chicago, only to find that the Cunard steamer had left for Liverpool forty-five minutes earlier. The next fast steamer did not leave until the 14<sup>th</sup>, by which time he would have lost his wager. The next day Phileas Fogg managed to find a small, fast cargo boat that was about to leave for Bordeaux. Phileas Fogg manages to buy four berths on the steamer at a cost of \$2,000 each, but the captain only agreed to take them to Bordeaux. However, once they are at sea Phileas Fogg bribed the crew who locked the captain in his cabin and agreed to take Phileas Fogg to Liverpool.

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 4	Init. Hdg – 047deg.	Init. Alt – 3,500ft	Apt Elev. – 13ft.		
New York <b>(KLGA)</b> United States  To  Brunswick <b>(KBXM)</b> United States	<b>Departure:</b> After take off continue on runway heading 047deg, start your climb towards 3,500ft.				047deg	6.5NM
	<b>Enroute:</b> To HVN. Turn right to 073deg and fly direct to VORDME HVN 109.80.				073deg	47NM
	To KBDL. Turn left to 025deg, and head towards the airport.				025deg	42NM
	To KORH. Turn right to 075deg and head towards the airport.				075deg	41NM
	To MHT. Turn left to 047deg and fly direct to VORDME MHT 114.40. Tune Nav 1 to runway 1R ILS 109.35, and set the OBS to 012deg. Tune Nav 2 to ENE VORTAC 117.10 and set the OBS to 061deg.....				057deg	42NM
	To ENE. Turn right to 061deg and follow the Nav 2 OBS needle to ENE. Start your descent to 3,000ft when the Nav 2 DME reads 5.0NM.....				061deg	47NM
<b>Approach:</b> To Fix 01. Turn right to 077deg, reset the Nav 2 OBS needle to 077deg and follow the OBS needle. Waypoint reached when the DME reads 35.1NM.....				077deg	35.NM	
To runway. Turn left to 009deg for a visual or ILS approach.....				009deg	10.6NM	
Land – Brunswick NAS runway 1R                      Length – 8,000ft.                      Width – 200ft.                      Surface – Asphalt						
<b>Flight No. 813-02-69</b>	<b>Arrival Airport Elev. – 68ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>272NM</b>





**Friday 13th December**

Today's leg takes us to St Johns, which was the landing point for the first transatlantic cable. The idea of a transatlantic cable was first proposed in 1845, and the manufacture of the cable started in early 1857 and was completed in June. Before the end of July, it was stowed on the American *Niagara* and the British *Agamemnon* – both naval vessels lent by their respective governments for the task. They started at Valentia Harbour in Ireland (which was by then connected to the rest of the British Isles) on 5 August. For the first few days, everything went well but six days later, the cable snapped after just 380 miles had been laid. The second attempt began on 25 June 1858. This time the same two ships met each other in mid-Atlantic where they joined their respective ends. The cable broke almost immediately. Again, the two ships made another splice: this time they managed 40 miles before it broke again. The fourth time they had laid 146 miles before the cable was lost yet again. On 29 July, they made their fifth attempt, again starting from the mid point. This time it worked, and on 5 August 1858 both ships reached their destinations – Valentia Harbour in Ireland and Trinity Bay in Newfoundland. Unfortunately, the engineer in charge, Wildman Whitehouse, started by applying very high voltages rather than the very weak currents that had been tested during the cable laying. Within three weeks the damage inflicted on the cable by the high voltages was becoming apparent and it ceased to work. The next attempt was made in July 1865, when the *Great Eastern* succeeded in laying 1,200 miles before the cable snapped. Several attempts were made to retrieve the broken end but they all failed.

The final attempt was made with virtually no problems at all. On 27 July 1866, the cable was landed in Newfoundland after the *Great Eastern* had averaged 120 miles a day while paying out the cable. Almost immediately the *Great Eastern* steamed east to the point that the second cable had reached and after about two weeks of trying, they found and raised the broken end. This was no mean feat as the broken cable was at a depth of 16,000 feet. The broken end was spliced and on 8 September the second completed cable was landed. The original two cables ceased to work in 1872 and 1877, however, by that time four other cables were in operation.

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 7	Init. Hdg – 063deg.	Init. Alt – 3,500ft	Apt Elev. – 193ft.		
Sydney (CYQY) Canada  To  St John's (CYYT) Canada	<b>Departure:</b> To QY. Tune the ADF to QY 263.0. After take off continue on runway heading, start climb to 3,500ft.				063deg	4.2NM
	<b>Enroute:</b> To LFVM. Turn right to 087deg and follow the OB bearing from QY. To 7H. Turn right to 104deg and retune the ADF to 7H 234.0 and head towards the NDB. To CYBY. Turn left to 096deg. To Fix 01. Turn left to 083deg. Tune Nav 1 to runway 11 ILS 109.10.				087deg 104deg 96deg 083deg	157NM 43NM 55NM 45NM
	<b>Approach:</b> To runway. Turn right to 106deg for a visual or ILS approach..... Land – St John's Intl runway 11                      Length – 8,490ft.                      Width – 200ft.                      Surface – Asphalt				106deg	9.2NM
	<b>Flight No. 813-02-72</b>				<b>Arrival Airport Elev. – 443ft.                      Estimated totals for this flight&gt;&gt;&gt;</b>	



**Sunday 15th December**

The route we are taking across the Atlantic is the same as that taken by the NC-4 Flying Boat which was the first aircraft to cross the Atlantic. The crossing was planned with precision by the US Navy who stationed twenty-one ships at 50-mile intervals along the flight path from Newfoundland to the Azores. The ships were to fire signal shells and point searchlights up into the air to help guide the planes on their way, and act as a rescue service for any aircraft that was forced down. A picket line of 14 ships was assigned from the Azores to Lisbon, whilst 10 ships were in position between Lisbon and Plymouth. The three Curtis aircraft left Newfoundland on May 16<sup>th</sup> 1919, but NC-1 and NC-3 were forced to land at sea due to dense fog and heavy rain. The crews were rescued successfully, however both aircraft were damaged beyond repair. NC-4 managed to get to the Azores where they waited for the weather to clear. NC-4 reached Lisbon, Portugal, on May 27<sup>th</sup> completing the first crossing of the Atlantic Ocean by an airplane in a flight time of 27 hours. NC-4 departed Lisbon on the morning of May 29 and after further engine problems landed at Plymouth Harbour early in the afternoon of May 31<sup>st</sup>, escorted by three flying boats of the Royal Air Force. She received a tumultuous reception from an English crowd.

This feat was accomplished a scant 19 days before the two British flyers, John Alcock and Albert Brown, made the first non-stop transatlantic air flight, crossing from Newfoundland to Ireland in 16½ hours on June 15<sup>th</sup> 1919.

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 36	Init. Hdg – 141deg.	Init. Alt – 7,500ft	Apt Elev. – 100ft.		
Flores (LPFL) Portugal (Azores)  To  Ponta Delgada (LPPD) Portugal (Azores)	<b>Departure:</b> To Fix 03. After take off make a standard rate right turn to 147deg and start your climb towards 7,500ft.				147deg	10.2NM
	<b>Enroute:</b> To FIL. Turn left to 124deg. tune the ADF to FIL 380.0 and head towards the NDB... To Fix 04. Turn left to 115deg and follow the OB (300deg) bearing from FIL. 20mins after station passage FIL retune the ADF to MGL 371.0 and head towards the NDB. When you can see the island coming over the horizon start your descent to 2,000ft. Tune Nav 1 to runway 30 ILS 109.50, and set the OBS to 305deg. Waypoint reached when you start to receive the ILS signal.....				115deg	121NM
					115deg	121NM
	<b>Approach:</b> To Fix 05. Turn right to 118deg ..... To runway. Commence a procedure turn. Make a right turn to 164deg and fly Hdg for 1min. Make a left turn to 345deg. When you can see the runway turn left to runway Hdg 299deg for a visual or ILS approach..... Land – Joao Paulo li runway 30                      Length – 7,726ft.                      Width – 148ft.                      Surface – Asphalt				118deg Final Hdg 299deg	33NM  10.7NM
<b>Flight No. 813-02-74</b>	<b>Arrival Airport Elev. – 223ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>294NM</b>











**Saturday 21st December**

Phileas Fogg languished in gaol watching the time tick by, until at thirty-three minutes past two Detective Fix returned and said that he was very sorry, but the real thief had been arrested some days ago. Phileas Fogg and Passepartout quickly made their way to Liverpool station and ordered a special train, which proceeded as fast as possible towards London. However, due to some delays they didn't arrive in London until ten to nine, which meant that Phileas Fogg had lost his bet by 5 minutes! The next day (Sunday) Phileas Fogg asked Aouda to marry him, to which she agreed. Passepartout went to the clergyman to arrange the marriage and discovered that the day was Saturday and not Sunday as they had thought. By this time, it was eight thirty-five in the evening, so Phileas Fogg had just ten minutes to reach the Reform club, where having hailed a taxi, he arrived at precisely eight forty-five, and consequently won his bet. The reason they were one day out, was of course, because they had forgotten to reset the date when they crossed the date line.

The final course is over London, where you will head directly towards Greenwich Hospital, with Tower Bridge to your left and the Houses of Parliament to your right.

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)
	Dep. Rwy – 27	Init. Hdg – 130deg.	Init. Alt – 3,500ft	Apt Elev. – 82ft.		
Liverpool (EGGP) United Kingdom  To  London ( EGLC) United Kingdom	<b>Departure:</b> To WHI. Tune the ADF to WHI 368.5. After take off make a standard rate left turn to 136deg, start your climb towards 9,500ft and head towards the NDB.....				130deg	14.4NM
	<b>Enroute:</b> To WP1. Turn left to 129deg.				129deg	43NM
	To WCO. Turn right to 152deg, retune the ADF to WCO 335.0, head towards the NDB.				152deg	60NM
	To CHT. Turn left to 130deg, retune the ADF to CHT 277.0 and head towards the NDB. Tune Nav1 to LON VOR/DME 113.60 and set the OBS to 088deg.....				130deg	22NM
	To Fix 03. Turn left to 115deg and follow the OB (300deg) bearing from CHT. Waypoint reached when the OBS needle centres. Fix 03 is located over the Reform Club in Pall Mall.....				115deg	15.7NM
	To LCY. Turn left to 093deg, retune the ADF to LCY 322.0, head towards the NDB and slow to 120kts. Tune Nav 1 to runway 28 ILS 111.15, and set the OBS to 278deg .....				093deg	7.7NM
<b>Approach:</b> To Fix 04. Continue on runway reciprocal 092deg and fly heading for 2mins 30secs..... To runway. Commence a procedure turn. Make a right turn to 138deg and fly Hdg for 1min. Make a left turn to 318deg. When you can see the runway turn left to runway Hdg 273deg for a visual or ILS approach. Note that the glide slope for London City aerodrome is a steep 5½ deg, which at 85kts, requires a descent rate of 825 FPM..... Land – London City runway 28                      Length – 3,922ft.                      Width – 98ft.                      Surface – Concrete				092deg  Final Hdg 278deg	5.0NM  11.9NM	
<b>Flight No. 813-02-80</b>	<b>Arrival Airport Elev. – 18ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>177NM</b>