The Lost World

By Tim Cook

The Premise

The basic idea stems from my childhood when I was very much taken by tales of explorers such as Colonel Percy Harrison Fawcett who disappeared in the wilds o Brazil in 1925 whilst he was looking for a lost city, which he called "Z". Around that time I was also very much taken with Sir Arthur Conan Doyle's story "The Lost World". It was only when I was looking in to this Charter that I discovered Conan Doyle had in fact based his book on the travels of Colonel Fawcett!

Relevant dates

Sir Arthur Conan Doyle…….……	1859 – 1930
Colonel Percy Harrison Fawcett..	1867 – 1925
The Lost World……	Originally published as a serialised story in the magazine *The Strand* from April to October 1912.

The Storyline (entirely fake)

In 2002, the millionaire Stephen Hughes bought a large Victorian desk from an auction in London. On examining the desk, Stephen discovered a letter from Si Arthur Conan Doyle to a Reverent Martin Green. The letter dated explained that during 1887-9 Sir Arthur Conan Doyle and Colonel Percy Harrison Fawcett made a trip into the depths of the Amazon basin and actually discovered a large raised plateau that contained a number of extinct animals. It was as a result of this expedition that Sir Arthur Conan Doyle wrote the story of The Lost World, which up until now, had been taken as pure fiction.

Following the resounding success of his tour of India, Stephen Hughes decides to charter DC Airways to find whether the Lost World really exists, or ifit was only in the fertile imagination of Sir Arthur Conan Doyle.

Route Notes (true to the best of my knowledge)

The charter is intended to be flown using VFR, however I have used VORs and NDBs where I have felt them to be useful. As the prevailing wind seems to from the East in this part of the world, I have provided VFR and navigation notes on the assumption that you will be landing in an Easterly direction. However, as usual, allocated runways and related information may change when flying online orusing Real Weather.

This route of this charter follows the Amazon from its mouth to near its source. I have provided some notes about the river along the way, which I hope, will be of interest.

Leg 1Part A: The Lost World

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
You service the DC-3 and assemble as much equipment as you can for the unknown contingencies of the flight. Stephen has only said that he wants you to pick him up at Macaba International, and that he will give you more details then.	The first part of this flight takes you past the mouth of the Amazon. The actual mouth itself is around 150 miles in width and is divided into two by the island of Marajó, which is about the size of Switzerland. The main Southern channel (known as the Pará) is about 50 miles wide, and during some parts of the year a tidal bore, 16 ft high, sweeps more than 400 miles upstream at speeds of over 40 mph. The Amazon discharges up to 32 million gallons of water per second, and deposits an average of 3 million tons of sediment every day near its mouth. The outpouring is so immense that the sea is measurably less saline 200 miles from the Amazon's mouth. The flow from the Amazon represents 20% of the flow of all the worlds rivers.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-7	**Init. Hdg -126deg.**	**Init. Alt-3500ft**	**Apt Elev.-42ft.**			
Amapa **(SBAM)** Brazil To Macaba **(SBMQ)** Brazil	**Departure:** To Fix 02. After take off turn right to 126deg and climb to 3,500ft MSL. Maintain Hdg and after seventeen minutes you will reach the first waypoint which is a small island……				126deg	41.6nm	00+18
	Enroute: To Fix 05. Turn right to 146deg and continue to follow the coast generally around to the right. When your Hdg passes 179deg climb to 4,500ft MSL. Tune Nav1 to MCP VOR, 112.00 and set the OBS to 244 deg. When needle centres make a right turn to 244deg……				Mean Course 175deg	50.7nm	00+21
	Approach: To MCP VOR, 112.00. When DME reads 23nm commence a 400fpm descent to 1,000ft MSL. Slow to 120kts……				244deg	97.8nm	00+40
	To Fix06. After station passage MCP VOR, make a right turn to runway reciprocal 254deg and fly Hdg for two minutes……..				254deg	4.0nm	00+02
	To runway. Commence a procedure turn. Set Nav1 OBS to 072deg - Make a right 45deg turn to 299deg and fly Hdg for one minute. Make a left 180deg turn to 119deg. When needle centres turn left to runway Hdg 074deg for visual approach to runway. **You may alternatively turn left to 072deg and make a VOR approach.** …… Land Macaba Rwy 8. Length – 6,890ft. Width – 147ft. Surface – Asphalt.				Final Hdg 074deg	14.3nm	00+05
Flight No. 813-01-01A	**Arrival Airport Elev. - 55ft.**		**Estimated totals for this flight>>>**			**203nm**	**01+26**

Leg 1 Part B : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
You pick up Stephen, and he tells you to fly to Almeirim where he wants to spend the night.	Shortly after turning South West after Fix 11, you cross the equator. The wide river you pass on your left just after Fix 15 is the river Xingu, whilst the river you see on the final approach to Almeirim is the river Paru.

From - To	Dep. Rwy-8	Init. Hdg -234deg.	Init. Alt-4500ft	Apt Elev.-45ft.	Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Departure: To Fix 12. After take off make a right 180deg turn to 254deg and intercept the 231deg radial OB from MCP VOR, 112.00. Climb to 4,500ft MSL……..				254deg	10.3nm	00+05
Macaba **(SBMQ)** Brazil	**Enroute:** To Fix 13. Continue to follow the main river using the 231radial OB from MCP VOR as a reference. Reached when DME reads 67nm and will coincide with a bend to the left in the river…….				231deg	61.3nm	00+25
	To Fix 14. Reached when DME reads 77nm. Turn right to 235deg and continue to follow course of river……..				197deg	11.8nm	00+05
To	To Fix 15. Maintain a general Hdg of 235deg while following the course of the river. Reached when DME reads 100nm. Turn right to 270deg……				235deg	23.5nm	00+14
Almeirim **(SNYA)** Brazil	**Approach:** To Fix 16. Commence a 400fpm descent to 2,000ft MSL Continue to follow the course of the river on a course of 270deg. Slow to 120kts. As you fly this part of the journey you will see the river Paru out of the cockpit. As this starts to move out of the front view you will see a small island on the left hand side of the river…….				270deg	46.5nm	00+22
	To runway. When you are directly over this island make a left 220deg standard rate turn to runway Hdg 050deg. Commence a 400fpm descent to 1,000ft MSL. You will see Almeirim on the top of a small plateau to your left. Make a visual approach to runway…….. Land Almeirim Rwy 5. Length – 3,937 ft. Width – 98 ft. Surface – Dirt.				Final Hdg 050deg	11.0nm	00+07
Flight No. 813-01-01B	**Arrival Airport Elev. - 583ft.**		**Estimated totals for this flight>>>**			**164nm**	**01+07**

Leg 2 Part A : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephen tells you that he has arranged for some secret equipment to be picked up from Prainha.	In the year 1500, Vicente Yanez Pinzon, in command of a Spanish expedition, discovered and ascended the Amazon to a point about 50 miles from the sea. He called it the Rio Santa Maria de la Mar Didce, which soon became abbreviated to Mar Dulce, and for some years, after 1502, it was known as the Rio Grande. Real exploration did not begin until 1541 and 1542, when an expedition led by Francisco de Orellana started down the Napo River, in what is now Ecuador, and reached the Atlantic Ocean. Pedro Teixeira undertook the first upstream voyage. Between October 1637 and August 1638 he ascended the Amazon to the source of the Napo River and crossed the Andes to Quito, Ecuador. In modern times the river has been explored bymany scientific expeditions, including that led by former American president Theodore Roosevelt in 1914.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"	Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-5 / **Init. Hdg -140deg.** / **Init. Alt-4,500ft** / **Apt Elev.-583ft.**			
Almeirim **(SNYA)** Brazil To Prainha **(SNIN)** Brazil	**Departure:** To Fix 02. After take off turn right to 140deg and climb towards 4,500ft MSL.. Waypoint reached when over the centre of the river. Note time of passing station……	140deg	7.2nm	00+03
	Enroute: To Fix 03. Turn right to 268deg and follow the main river. After passing a series of small islands the river makes a slight turn to the right in the area of a larger very green island. Waypoint reached after nineteen minutes……	268deg	46.1nm	00+19
	Approach: To Fix 04. Commence a 500fpm descent to 1,300ft MSL. Immediately after the green island there is a small sandy island with grass on the upstream end. Waypoint reached when you are directly over the upstream end of the island……	268deg	19.2nm	00+10
	To fix 05. Turn right to 349deg and fly heading for 1minute. Commence a 400fpm descent to 1,000ft MSL. You should see Prainha on your right. It can be very difficult to spot the dirt runway against the brown grass……	349deg	2.0nm	00+01
	To runway. Turn right to 079deg and you should see Prainha directly in front of you. Make a visual approach to runway 8…… Land Prainha Rwy 8. Length – 3,937 ft. Width – 98 ft. Surface – Dirt	Final Hdg 079deg	3.2nm	00+02
Flight No. 813-01-02A	**Arrival Airport Elev. - 278ft.** / **Estimated totals for this flight>>>**		**78nm**	**00+35**

Leg 2 Part B : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephen tells you to fly to Monte Alegre where he wants to search the mouth of the river Maicuru for clues to the route taken by Doyle and Fawcett.	During this flight you will pass the river Uruará as it flows into the Amazon just opposite Prainha.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-8	Init. Hdg -169deg.	Init. Alt-4,500ft	Apt Elev.-278ft.			
Prainha **(SNIN)** Brazil To Monte Alegre **(SNMA)** Brazil	**Departure:** To Fix 07. After take off turn right to 169deg and climb towards 4,500ft MSL. Turn right to 272deg when over the river……				169deg	4.6nm	00+02
	Enroute: To Fix 08. Continue to follow the main river until you see a tributary (the river Maicuru) directly in front of you, on the right hand side of the river. Waypoint reached at the mouth of the river……				272deg	24.7nm	00+10
	Approach: To Airport. Follow along this tributary. Begin descent at 400fpm just after you pass the second (smaller) island in the middle of the main river. Descend to 1,500ft MSL and slow to 120kts. As you fly along the river Maicuru you will see Monte Alegre Aerodrome in front of you. Turn right on 279deg to pass directly over the runway…… To Fix12. After station passage Monte Alegre, continue on runway reciprocal 279deg and fly Hdg for two minutes…… To runway. Commence a right procedure turn. Make a right 45deg turn to 324deg and fly Hdg for one minute. Make a left 180deg turn to 144deg. When you can see Monte Alegre turn left to runway Hdg 099deg for visual approach…… Land Monte Alegre Rwy 10. Length – 4,657 ft. Width – 98 ft. Surface – Asphalt				270deg 279deg 099deg	14.3nm 4.3nm 9.5nm	00+07 00+02 00+05
Flight No. 813-01-02B	**Arrival Airport Elev. - 324ft.**		**Estimated totals for this flight>>>**			**57nm**	**00+26**

Leg 2 Part C : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
You would like to fill the tanks of the DC-3 at Santarem, but Stephen says that he only wants to be in such a public area for as short a time as possible. He explains that the only reason for calling here is to collect an important package that has been specially flown out from England.	The river Tapajós enters the Amazon at Santarem. Although this is only a tributary to the Amazon, it is itself a major river being over 1,200 miles long. For its last 100 miles, it is from 4 to 9 miles wide, much of it being very deep.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-10	**Init. Hdg -189deg.**	**Init. Alt-4,500ft**	**Apt Elev.-324ft.**			
Monte Alegre **(SNMA)** Brazil To Santarem Intl **(SBSN)** Brazil	**Departure:** To Fix 14. After take off turn right to 189deg and climb towards 4,500ft MSL. Waypoint reached when over center of river……..				189deg	3.2nm	00+02
	Enroute: To Fix 15. Follow the course of the river. Tune Nav1 to STM VOR, 112.3. When DME reads 43nm turn right to 271deg…… To Fix 16. Commence a 400fpm descent to 2,500ft MSL. Set OBS to 286deg. Waypoint reached When needle centers and DME reads 25nm……..				205deg 271deg	19.7nm 18.5nm	00+08 00+08
	Approach: To STM VOR. Commence a 400fpm descent to 1,800ft MSL. Slow to 120kts…… To Fix 17. On station passage turn left to runway reciprocal 276deg. Commence a 400fpm descent to 800ft MSL Waypoint reached when DME reads 4nm…… To runway. Commence a right procedure turn. Turn right to 321deg and fly Hdg for one minute. Make a left 180deg. Set Nav1 OBS to 096 deg. When needle centers turn left to runway Hdg 096deg. Visual approach to runway…….. Land Santerem Rwy 10. Length - 7,898ft. Width – 148ft. Surface – Asphalt.				285deg 276deg 096deg	25.0nm 4.0nm 14.2nm	00+12 00+02 00+05
Flight No. 813-01-02C	**Arrival Airport Elev. - 196ft.**		**Estimated totals for this flight>>>**			**85nm**	**00+37**

Leg 3 Part A : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephen dashes into the terminal building and reappears almost instantly. As soon as he is back on board he says that he want to go to Obidos to stay the night and examine the package that he has just picked up.	During the months of maximum precipitation, November to June, the Amazon is subject to severe floods. An area (500,000 square kilometres - the same size as Spain), called the "Varzea", disappears underwater, whilst the width of the river expands to 30 miles or more. The rate of flow ranges between 1.5 and 5 mph, and the crest of the water at flood time often rises 50 ft above normal. To drain the vast mass of water, the Amazon has carved a deep bed in the plain through which it flows. At the narrows of Obidos, the river is compressed into a single bed a mile wide and over 300 ft. deep, through which the water rushes at the rate of 4 to 5 mph. These floods have made the river very confusing around Santarem, so use the STM VOR to make sure you stay on track.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-10	**Init. Hdg -096deg.**	**Init. Alt-4500ft**	**Apt Elev.-196ft.**			
Santarem Intl **(SBSN)** Brazil To Obidos **(SNTI)** Brazil	**Departure:** To Fix 01. Tune Nav1 to STM VOR, 112.30. After take off continue on runway heading until DME from STM VOR reads 5.5nm……..				096deg	4.7nm	00+02
	Enroute: To Fix 02. Turn left to 357deg and continue to climb towards 4,500 ft. Waypoint reached when DME reads 8.5nm……				357deg	7.9nm	00+04
	To Fix 03. Set Nav1 OBS to 141deg. Maintain Hdg 297deg and intercept the 321deg radial OB from STM VOR. Waypoint reached when needle centers……				297deg	20.7nm	00+08
	To Fix 04 Obidos airport. When DME reads 35nm commence a 400fpm descent to 1,500ft MSL. Slow to 120kts. Waypoint reached when DME reads 53.4nm……				321deg	32.0nm	00+13
	Approach: To Fix 05. When you are directly over Obidos, turn left to runway reciprocal 269deg and fly Hdg for approx. two minutes. This coincides with a small point of land on the left hand side of the river……				269deg	4.8nm	00+02
	To runway. Commence a right procedure turn. Make a right turn to 314deg and fly Hdg for 1 minute. Make a left 180deg turn to 134deg. When you can see Obidos turn left to runway Hdg 089deg for visual approach to runway……				Final Hdg 089deg	9.8nm	00+05
	Land Obidos Rwy 9. Length – 4,987ft. Width – 98ft. Surface – Asphalt						
Flight No. 813-01-03A	**Arrival Airport Elev. - 324ft.**		**Estimated totals for this flight>>>**			**80.0nm**	**00+34**

Leg 3 Part B : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephen says that the package he picked up at Santarem said that Conan Doyle and Fawcett had camped near the river at Urucara. Stephen says that he wants to land there and look for clues.	On December 25, 1539, an expedition of 340 soldiers, 4,000 Indian slaves, and countless pigs, dogs, horses and llamas left Quito. The expedition was headed by Gonzalo Pizarro, whilst Second in command was Francisco de Orellana. Within days they endured a powerful earthquake, and an attack by hostile natives. By the time they crossed the Andes at 13,000 feet, many soldiers had begun to succumb to cold, hunger and exhaustion. Their momentum carried them down into the Oriente, where they continued to conflict with local tribes, losing few but killing many. Random chance led them to the banks of the Rio Coca, where they were reduced to eating off the land. Here Orellana and 57 soldiers built and manned a boat to sail downriver to find food. The powerful current took the craft swiftly downstream, and Orellana made the decision to abandon his commander and continue. For nine months, Orellana and his diminishing crew encountered both friendly and hostile settlements, including a tribe of women warriors, who attacked them with spears and arrows like the Amazon women of Greek myth. It was from this incident that Orellana named the river he rode, from Ecuador to the Atlantic, which he reached in August 1541.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"	Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-9 / **Init. Hdg -269deg.** / **Init. Alt-4500ft** / **Apt Elev.-324ft.**			
Obidos **(SNTI)** Brazil To Urucara **(SWWK)** Brazil	**Departure:** To Fix 11. After take off make a standard rate left turn through 177deg to 266deg. Tune ADF to PTT NDB, 205.0. Climb to 4,500ft MSL. Waypoint reached when bearing to station reads 341deg (75deg right)……	266deg	35.9nm	00+15
	Enroute: To Fix 12. Tune Nav1 to STM VOR, 112.30. Set OBS to 282deg. Waypoint reached when needle centers. This will coincide with a bend in the river to the right. Note that DME will be out of range…… To Fix 13. Urucara airport. Turn right to the 282deg radial OB from STM VOR. Note time. Maintain this heading which will roughly follow course of river. After fifteen minutes you will see the river bending to your right and then in the distance you will see it return again to cross your path to the left. Twenty two minutes after passing Fix 12 commence a 400fpm descent to 1,500ft MSL. Slow to 120kts. Maintain heading and the airport will be seen dead ahead……	242deg 282deg	42.1nm 71.9nm	00+17 00+29
	Approach: To Fix14. After station passage Urucara, make a right turn to 308deg and fly Hdg for two minutes… To runway. Commence a right procedure turn. Make a right 45deg turn to 353deg and fly Hdg for one minute. Make a left 180deg turn to 173deg. When you can see Urucara turn left to runway Hdg 128deg for visual approach to runway 13…… Land Obidos Length – 3,937ft. Width – 98 ft. Surface – Asphalt.	308deg Final Hdg 128deg	4.0nm 9.2nm	00+02 00+05
Flight No. 813-01-03B	**Arrival Airport Elev. - 95ft.** / **Estimated totals for this flight>>>**		**163nm**	**01+08**

Leg 3 Part C : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
As you land at Itacoatiara, you see two people partially hidden in the trees. Stephen goes across to them and brings them back to the aircraft. He explains that that these people have an oral tradition of the finding of gigantic monsters, and that he hopes this might refer to the Conan Doyle/Fawcett expedition of 1887-89.	The Western & Brazilian Telegraph Company set up the Amazon Telegraph Company in 1895 to lay a cable up the River Amazon. A fifty-year concession was granted to the company by the Brazilian Government. Siemens Brothers were awarded the contract to manufacture and lay the cable. The cable ship Faraday (1) was used to lay the 1600 nm of cable between Para (now Belém) and Manaos. The ship encountered many problems while laying the cable, and on one occasion was stranded on a sandbar for nine days. The cable ship Viking (1) was transferred from the Western and Brazilian for repair work until scrapped in 1901. The cable ship Viking (2) then took over and in 1912 was joined by cable ship Ramos. When the concession expired in 1945, all the assets of the company were transferred to the Brazilian Government.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"	Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-13 / **Init. Hdg -128deg.** / **Init. Alt-4500ft** / **Apt Elev.-95ft.**			
Urucara **(SWWK)** Brazil To Itacoatiara **(SBIC)** Brazil	**Departure:** To Fix 18. After take off continue on runway heading 128deg. Tune the ADF to YTC NDB, 320.0…	128deg	7.9nm	00+04
	Enroute: To Fix 19/20. Note time. Follow the main course of the river while tracking roughly to YTC NDB. Waypoint reached when the river turns away to your left. Elapsed time with be around fourteen minutes……	Ave Hdg 250deg	35.4nm	00+14
	To Fix21. Continue to follow course of river on general heading of 211deg while monitoring bearing to station YTC NDB. When bearing to station reads 295deg (84deg right) commence a 400fpm descent to 1,500ft MSL. Waypoint reached where river turns to the right and bearing to station reads 306deg (95deg right)……	211deg	20.9nm	00+09
	To YTC NDB. Itacoatiara airport will be seen ahead in the far right corner of the river on the approach to YTC NDB……	306deg	15.9nm	00+07
	Approach: To Fix 22. After station passage YTC NDB turn right to the runway reciprocal 323deg and fly Hdg for two minutes……	323deg	4.0nm	00+02
	To runway. Commence a procedure turn. Make a right 45deg turn to 008deg and fly Hdg for one minute. Make a left 180deg turn to 189deg. When you can see Itacoatiara turn left to runway Hdg 143deg for a visual approach to runway 14……	Final Hdg 143deg	9.1nm	00+04
	Land Itacoatiara Length – 4,971ft. Width – 98 ft. Surface – Asphalt			
Flight No. 813-01-03C	**Arrival Airport Elev. - 141ft.** / **Estimated totals for this flight>>>**		**93nm**	**00+40**

Leg 4 Part A: 813-01-04 The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephen says that he wants to go into Manaus to check some documents that he has discovered which are kept in the local library.	Manaus was built during the rubber boom years of 1890 to 1920. One of the most magnificent buildings that was constructed during this period, for the 100 "Rubber Barons", was the Opera House, which was completed in 1896. On the outside of the building, the dome is covered with 36,000 decorated ceramic tiles painted in the colours of the national flag. The central nave, in the shape of a harp, can seat 640 people.
You are grateful for the time to be able to give the aeroplane a check over and to fill the fuel tanks.	Manaus started to loose its importance in the early 1920's due to combination of the invention of synthetic rubber, and the development of rubber plantations in Malaya. These plantations were literally seeded by the clandestine collection of rubber seeds by the Englishman Sir Henry Wickham.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"	Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-14 / **Init. Hdg -233deg.** / **Init. Alt-4500ft** / **Apt Elev.-141ft.**			
Itacoatiara **(SBIC)** Brazil To Ponta Pelada **(SBMN)** Brazil	**Departure:** To Fix 02. After take off turn right to 233deg. Tune Nav1 to MAN VOR, 115.20 and climb towards 4,500ft MSL. Set Nav1 OBS to 296deg. Waypoint reached when needle centers. DME will read 90nm. Be careful not to go down the River Madeira here……	233deg	20.5nm	00+09
	Enroute: To Fix 03. Follow the main river on a general Hdg of 302deg. Waypoint reached when DME reads 68nm……	302deg	21.9nm	00+09
	To Fix 04. Track the MAN VOR 293deg radial IB. When DME reads 27nm commence a 400fpm descent to 1,500ft MSL. Slow to 120kts. Waypoint is reached when DME reads 19nm. You should be able to see the aerodrome out of the left of the cockpit, on the tip of the brown peninsular at the mouth of the river Negro……	293deg	28.7nm	00+20
	To Fix 05. Ponta Pelada airport. Visual approach to over fly airport. Tune ADF to PEL NDB, 410.0 for additional navigational support……	267deg	11.0nm	00+05
	Approach: To Fix 06. After over flying airport continue on runway reciprocal 267deg and fly Hdg for two minutes……	267deg	4.0nm	00+02
	To runway. Set Nav1 OBS to 344deg. When needle centers commence a right procedure turn. Turn right to 312deg and fly Hdg for one minute. Make a left 180deg turn to 132deg. When you can see Ponta Pelada turn left to runway Hdg 087deg for a visual approach to runway……	Final Hdg 087deg	8.8nm	00+04
	Fill your fuel tanks at Ponta Pelada Land Ponta Pelada Rwy 9. Length – 7,112ft. Width – 148 ft. Surface – Asphalt			
Flight No. 813-01-04A	**Arrival Airport Elev. - 265ft.** / **Estimated totals for this flight>>>**		115nm	00+49

Leg 4 Part B: 813-01-04 The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephen tells you to fly to Coari where he wants to spend the night.	The river we passed shortly after take off was the River Negro, which is the largest tributary of the Amazon, being over 30miles wide, and 200ft deep where it joins the Amazon. The two rivers remain quite separate and distinct in their colours for some 50miles after their confluence. On this flight it can be very easy to get confused over which is the Amazon, and which rivers are tributaries. Consequently you should pay extra attention to Dead Reckoning calculations and VOR navigation details for determining the correct Fix points.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"	Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-9 / **Init. Hdg -177deg.** / **Init. Alt-4500ft** / **Apt Elev.-265ft.**			
Ponta Pelada **(SBMN)** Brazil To Coari **(SWKO)** Brazil	**Departure:** To Fix 09. After take off turn right to 177deg. Tune Nav1 to MAN VOR, 115.20 and climb to 4,500ft. Set OBS to 330deg. Waypoint reached when needle centers and DME reads 16.5nm……	177deg	7.8nm	00+04
	Enroute: To Fix 10. Continue to follow the main river. Reset OBS to 022deg. Waypoint reached when needle centers. DME will read around 18nm……	261deg	15.2nm	00+06
	To Fix 11. Continue to follow the main river. Reset OBS to 074deg. Waypoint reached when needle centers and DME reads 35.5nm……	282deg	28.4nm	00+11
	To Fix 12. Continue to follow the main river. Reset OBS to 063deg. Waypoint reached when needle centers and DME reads 57nm……	228deg	22.3nm	00+09
	To Fix 13. Continue to follow the main river. Reset OBS to 078deg. Waypoint reached when needle centers and DME reads 84nm……	282deg	31.1nm	00+12
	To Fix 14. Continue to follow the main river. Reset OBS to 074deg. The R4D-6 DME gauge will not accurately display distances greater than 99.9nm although the OBS function will continue while Navaid is within range. Waypoint reached when needle centers. This point coincides with a distinct bend in the river to the right. Note time of passing……..	238deg	24.5nm	00+10
	To Fix 15. Turn right to 269deg and continue to follow the main river until another distinct bend to the right is observed. Waypoint reached after six minutes when overhead an island in the middle of the river. Note time of passing……	269deg	15.6nm	00+06
	To Fix 16. Turn right to 310deg and continue to follow the main river. Waypoint reached after twelve minutes and coincides with a very sharp bend to the left in the river……..	310deg	29.8nm	00+12
	To Fix 17. Turn left to 223deg and continue to follow the main river. Tune Nav1 to TFE VOR, 112.90. Set OBS to 290deg. Waypoint reached when needle centers. Note time of passing……	223deg	11.6nm	00+05
	To Fix 18. Turn right to 270deg. Set OBS to 293deg. Waypoint reached after seven minutes flying time and needle centers. This point is over head a large island in the center of the river……	270deg	17.6nm	00+07
	To Fix 19. Turn left to 247deg. Commence a 400fpm descent to 1,500ft MSL. Waypoint reached at the point you cross the left bank of the river. Airport is visible to the right……..	247deg	21.7nm	00+10

	Approach: To Fix 20. Coari airport. Visual approach to over fly the airport…… To Fix 21. After passing Coari, continue on runway reciprocal 278deg for two minutes…….. To runway. Commence a procedure turn. Make a right 45deg turn to 323deg and fly Hdg for one minute. Make a left 180deg turn to 143deg. When you can see Coari turn left to runway Hdg 098deg for a visual approach to runway……..…… Land Coari Rwy 10. Length – 5,248ft. Width – 118 ft. Surface – Asphalt		278deg 278deg Final Hdg 098deg	3.2nm 4.0nm 8.5nm	00+02 00+02 00+04
Flight No. 813-01-04B	**Arrival Airport Elev. - 127ft.**	**Estimated totals for this flight>>>**		**241nm**	**01+40**

Leg 5 Part A: The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan says that he wants to stop at Tefe. He says that during his visit to Manaus he discovered that there are some references in the local library to Conan Doyle and Fawcett having camped there during their journey.	The Amazon is the second longest river in the world. The following is a list of the world's six longest rivers[1]: Nile…… Africa…….. 4,160 miles (6,965 km) Amazon…… South America….. 4,049 miles (6,516 km) Chang Jiang (Yangtze)…. Asia…… 3,964 miles (6,380 km) Mississippi-Missouri…….. North America….. 3,740 miles (6,019 km) Ob-Irtysh…….. Asia…… 3,461 miles (5,570 km) Yenisey-Angara…… Asia…… 3,449 miles (5,550 km)

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-10	Init. Hdg -008deg.	Init. Alt-4500ft	Apt Elev.-127ft.			
Coari (SWKO) Brazil To Tefe (TBTF) Brazil	**Departure:** To Fix 02. After take off turn left to 008deg and cross the main river. Tune Nav1 to TFE VOR, 112.90 and climb towards 4,500ft MSL. Waypoint reached after two minutes when far bank of river is crossed.				008deg	4.3nm	00+02
	Enroute: To Fix 03. Turn left to 345deg, and continue to follow the main river. Don't turn left too soon or you will find yourself flying up the Lake de Coari. Waypoint reached after approx three minutes and main river turns sharply to the left……				345deg	6.7nm	00+03
	To Fix 04. Turn left to 288deg and continue to follow the main river. Set Nav1 OBS to 306deg. Waypoint reached when needle centers and DME reads 58nm. This is a slight bend in the river to the right……				288deg	42.1nm	00+17
	To Fix 05. Turn right to 306deg and track the TFE VOR 306deg radial IB. Waypoint reached when DME reads 20.5nm. This is a bend in the river to the right……				306deg	37.6nm	00+15
	Approach: To Fix 06. Turn right to 344deg. Commence descent at 400 FPM to 1,000ft and slow to 120 knots. Set OBS to 284deg. Head for the downstream brown tip of the large green island. Waypoint reached when needle centers and DME reads 14.5nm……				344deg	9.0nm	00+04
	To Fix 07. Turn left to 310deg, and head for the downstream tip of the long green island. Set OBS to 201deg. Waypoint reached when needle centers……..				310deg	14.8nm	00+06
	To Fix 08. Turn left to 236deg. Set OBS to 151deg. As needle approaches center runway will be visible to the left……..				236deg	5.4nm	00+02
	To runway. When you can see Tefe turn left to runway Hdg 146deg for a visual approach to runway 15 Land Tefe Length – 7,210ft. Width – 148 ft. Surface – Asphalt				Final Hdg 146deg	3.3nm	00+01
Flight No. 813-01-05A	**Arrival Airport Elev. - 183ft.**		**Estimated totals for this flight>>>**			**123.2nm**	**00+50**

Leg 5 Part 2: 813-01-05 The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephen says that the last members of the party are coming downstream by canoe, and that he wants to pick them up from the remote island aerodrome at Fonte Boa.	The total area of the Amazon Basin is 2.75 million square miles (7 million square km) of which about 80% is rain forest. During the Paleozoic period the basin was a huge marine inlet into which many tributaries flowed. Until the Andes began to form at the end of the Miocene era this inlet opened into the Pacific ocean, and thus some elements of the Amazonian fauna are related to marine fish from the Pacific rather than Atlantic ocean. During the Quaternary period water levels within the Amazon basin changed with the sea level. When the sea level was high, huge lakes formed in the valley into which large amounts of sediment formed. During periods of low sea water level, the rivers cut through the sediments forming river valleys.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-15	**Init. Hdg -056deg.**	**Init. Alt-4500ft**	**Apt Elev.-183ft.**			
Coari **(SWKO)** Brazil To Fonte Boa **(SWOB)** Brazil	**Departure:** To Fix 10. After take off turn left to 056deg. Tune Nav1 to TFE VOR, 112.90 and climb towards 4,500ft MSL. Waypoint reached after approx four minutes when over center of large island……				056deg	7.8nm	00+04
	Enroute: To Fix 11. Turn left to 320deg, and continue to follow the main river. Waypoint reached when DME reads 37nm…….. To Fix 12. Turn right to 334deg, and continue to follow the main river. Waypoint reached when DME reads 48nm…… To Fix 13. Turn left to 295deg, and continue to follow the main river. Commence descent at 400 FPM to 1,000ft and slow to 120 knots when the DME reads 68.5nm. Waypoint reached when DME reads 74nm……				320deg 334deg 295deg	39.4nm 10.3nm 29.2nm	00+16 00+04 00+12
	Approach: To Fix 14. Turn right to 312deg, and continue to follow the river. Waypoint reached when DME reads 90nm. This will occur when you pass over the upstream end of a long green island…… To Fix 15. Turn left to 271deg. You will be able to see Fonte Boa on your left after about four minutes. To runway. Turn left to runway Hdg 178deg for a visual approach to runway 18……..….. Land Fonte Boa Length – 4,167ft. Width – 89 ft. Surface – Asphalt				312deg 271deg Final Hdg 178deg	17.3nm 8.9nm 3.2nm	00+07 00+04 00+01
Flight No. 813-01-05B	**Arrival Airport Elev. - 206ft.**		**Estimated totals for this flight>>>**			**116.1nm**	**00+48**

Leg 6: The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan says that he has to meet some Columbian smugglers who say they have some information on the Fawcett - Doyle expedition. However, they will only agree to meet on Columbian soil. Consequently, Stephan asks you to fly to Leticia	The name of the river we have been following changes a number of times. In the upper reaches of the river in Peru, it is called the Apurimac, Ene, Tambo, Ucayali, and finally the Marañón. On the border with Columbia, the name changes to the Amazon, but once the river reaches Brazil it is known as the Solimões, until the river reaches Manaus when it changes for the last time back again to the Amazon. To simplify matters I have only used the name Amazon throughout this charter.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-18	Init. Hdg -358deg.	Init. Alt-4500ft	Apt Elev.-206ft.			
Fonte Boa **(SWOB)** Brazil	**Departure: Don't forget your stopwatch!** To Fix 03. After take off make a 180deg left turn to 358deg. Tune Nav1 to LET VOR, 117.50 and commence climb to 4,500ft MSL. Waypoint reached when over center of river……				358deg	5.1nm	00+02
To Leticia **(SKLT)** Columbia	**Enroute:** To Fix 04. Turn left to 299deg, and continue to follow the main river for about three minutes. Waypoint is a sharp left turn in the river……				299deg	7.6nm	00+03
	To Fix 05. Turn left to 204deg, and continue to follow the main river for about four minutes. Waypoint is a sharp right turn in the river……				204deg	10.0nm	00+04
	To Fix 06. Turn right to 292deg, and continue to follow the main river for about ten minutes. Waypoint is a turn to the left in the river……..				292deg	25.8nm	00+10
	To Fix 07. Turn left to 231deg, and continue to follow the main river for about seven minutes. Waypoint is a sharp right turn in the main river. Make sure you take the wider stream to the right…….				231deg	17.1nm	00+07
	To Fix 08. Turn right to 293deg, and continue to follow the main river. At Fix 08, make sure you take the wider stream to the left……				293deg	33.8nm	00+14
	To Fix 09. Turn left to 226deg, and continue to follow the main river for around six minutes. Waypoint is a bend to the right in the river……				226deg	15.6nm	00+06
	To Fix 10. Turn right to 248deg, and continue to follow the main river for about six minutes. Waypoint is a bend to the left in the river……				248deg	16.4nm	00+07
	To Fix 11. Turn left to 218deg, and continue to follow the main river for about seven minutes. At Fix 11 take care and make sure you take the wider stream to the left……				218deg	17.6nm	00+07
	To Fix 12. Turn left to 169deg, and continue to follow the main river for about six minutes. Waypoint is a sharp bend to the right in the river……..				169deg	15.1nm	00+06
	To Fix 13. Turn right to 253deg, and continue to follow the main river for about eight minutes. Waypoint is a sharp right turn in the river……..				253deg	19.2nm	00+08
	To Fix 14. Turn right to 278deg, and continue to follow the main river. Set Nav1 OBS to 227deg. Waypoint is a sharp bend to the left in the river and is reached after approx twenty six minutes when needle should center……..				278deg	65.3nm	00+26

	To Fix 15. Turn left to 218deg, and continue to follow the main river. Waypoint reached when DME reads 25nm. This is a very sharp bend to the left in the river…… To Fix 16. Turn left to 121deg, and continue to follow the main river. Set OBS to 262deg. Waypoint reached when DME reads 34.5nm. This is a very sharp bend to the right in the river…… To Fix 17. Turn right to 242deg, and continue to follow the main river. When DME reads 23nm Commence a 400 FPM descent to 1,500ft and slow to 120 knots. Waypoint reached when needle centers and DME reads 11.5nm.		218deg 121deg 242deg	37.9nm 15.0nm 31.5nm	00+15 00+06 00+13
	Approach: To Fix 18. Turn right to 287deg. Set OBS to 027deg. The closest aerodrome on your right is Tabatinga Intl. We are not landing there, because it is in Brazil, but at Alfredo Vasquez Cobo, which is just past it, in Columbia. Waypoint is reached when needle centers and DME reads 7.5nm……..….. To Runway. Turn right to runway Hdg 024deg for a visual approach to runway 2. You may alternatively turn right to 027deg and make a VOR approach. …… …….. Land Alfredo Vasquez Cobo Length – 6,193ft. Width – 131 ft. Surface – Asphalt		287deg Final Hdg 024deg	9.4nm 6.8nm	00+05 00+03
Flight No. 813-01-06	**Arrival Airport Elev. - 275ft.**	**Estimated totals for this flight>>>**		**349.2nm**	**02+22**

Leg 7 Part A : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan says that he owes the Columbian's a very big favour (well how do you think Stephan became a millionaire?) and that they would like to be taken to Peru as quickly as possible. You reluctantly agree to take them to over the border to Caballococha.	The border between Colombia and Peru was drawn up in 1829 and revised in 1930. However this was never fully ratified, and in 1932, over 300 armed Peruvian civilians seized the town of Leticia in a demonstration against the earlier treaty. In response, the Colombian government announced plans to send a force of 1,500 soldiers to repel the invaders. Upon learning of Colombia's intent, the Peruvian government moved to support its nationals. The first skirmishes took place in early 1933, as the Colombian river fleet made its way up the Amazon to the site of the invasion. After months of diplomatic wrangling over the selection of a mutually acceptable forum for the peaceful resolution of the dispute, Colombia and Peru accepted mediation by the League of Nations. Leticia was returned to Colombia in June 1934, following the signing of a further bilateral treaty.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-2	Init. Hdg -294deg.	Init. Alt-4500ft	Apt Elev.-275ft.			
Leticia **(SKLT)** Columbia To Iquitos **(SPQT)** Peru	**Departure:** To Fix 02. After take off make a left turn to 294deg. Tune Nav1 to LET VOR, 117.50 and climb towards 4,500ft MSL. Waypoint reached when DME reads 6.5nm……				294deg	7.5nm	00+04
	Enroute: To Fix 03. Turn right to 326deg, and continue to follow the main river. Waypoint reached at the downstream end of a large island. DME will read 29.5nm……				326deg	23.6nm	00+10
	To Fix 04. Turn left to 269deg, and continue to follow the river. Waypoint reached when needle centers and DME reads 68nm……				269deg	45.5nm	00+18
	To Fix 05. Turn right to 319deg and continue to follow the river. Waypoint reached where the main river turns to the left. DME will read 79.4nm……				319deg	12.7nm	00+05
	To Fix 06. Turn left to 269deg and continue to follow the river. Waypoint is a bend to the right in the river. DME will read 93.7nm……				269deg	15.2nm	00+06
	To Fix 07. Turn right to 318deg, and continue to follow the main river. Tune Nav1 to IQT VOR, 116.5. Waypoint is the second, larger island on the right hand bend of the river. DME will read 98.5nm……				318deg	23.1nm	00+09
	To Fix 08. Turn right to 003deg, and continue to follow the main river. Waypoint reached after passing two islands and is a bend to the left in the river. DME will read 101.5nm……				003deg	12.4nm	00+05
	To Fix 09. Turn left to 323deg, and continue to follow the main river. Waypoint is the next bend to the left in the river. DME will read 98.5nm……				323deg	8.3nm	00+03
	To Fix 10. Turn left to 243deg, and continue to follow the main river. You will pass several islands before you reach the waypoint which is a bend to the right in the river. DME will read 69.0nm……				243deg	29.8nm	00+12
	To Fix 11. Turn right to 280deg, and continue to follow the main river. Make sure that you take the river Amazon to the left and not the river Napo to the right. Waypoint is the largest of a group of islands at the river junction. DME will read 46.0nm……				280deg	28.1nm	00+11

	To Fix 12. Turn left to 250deg, and continue to follow the main river. Waypoint is just after passing a small group of islands where river bends to the left. DME will read 28.0nm……..		250deg	19.1nm	00+08
	To Fix 13. Turn left to 228deg, and continue to follow the main river. Waypoint reached where river widens around two islands. DME will read 18.0nm…….		228deg	9.5nm	00+04
	To Fix 14. Turn left to 206deg, and continue to follow the main river. When the DME reads 16.0nm commence descent at 400 FPM to 1,800ft and slow to 120 knots. Set OBS to 239deg. Waypoint reached when needle centers…….		206deg	6.7nm	00+03
	Approach:				
	To IQT VOR……		238deg	12.5nm	00+05
	To Fix 20. After station passage IQT VOR, continue on runway reciprocal 235deg and fly Hdg for two minutes. Set OBS to 057deg…..…….		235deg	4.0nm	00+02
	To runway. Commence a right procedure turn. Make a right 45deg turn to 284deg and fly Hdg for one minute. Make a left 180deg turn to 104deg. When needle centres turn left to runway Hdg 055deg for visual approach to runway 6……..		Final Hdg 055deg	9.4nm	00+05
	Land Col Francisco Secada Vignetta Length – 8,216ft. Width – 148ft. Surface – Concrete. Fill your petrol tanks at Col Francisco Secada Vignetta.				
Flight No. 813-01-07	**Arrival Airport Elev. - 305ft.**	**Estimated totals for this flight>>>**		**268nm**	**01+49**

Leg 7 Part B : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan says that he wants to do some final research in one of the museums in Iquitos. You are grateful for the time to be able to give the aeroplane a check over and to fill the fuel tanks.	For most of its course, the river has an average depth of about 150ft (50metres), and a gentle current of about 3 knots. In addition, the gradient of the river is very low: Manaus, about 1,000 miles (1,600 km) upstream, is only 100ft (30metres) higher than Macaba and is an ocean port that can accommodate transatlantic ships. Whilst ships with a draft of 15ft (5metres) can reach Iquitos, about 2,300 miles (3,700 km) from the sea. The river at Iquitos itself is only about 300ft (100metres) higher than Macaba. This shallow gradient, combined with a complete absence of waterfalls or bridges across the river, is why the Amazon is sometimes known as the "Ocean River".

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-12	Init. Hdg -300deg.	Init. Alt-4500ft	Apt Elev.-324ft.			
Caballococha **(SPBC)** Peru	**Departure:** To Fix 08. After take off make a standard left turn to 300deg. Tune Nav1 to LET VOR, 117.50, climb towards 4,500ft MSL, and continue to follow the main river. Waypoint is a bend to the left in the river. DME will read 42.0nm……				300deg	8.1nm	00+04
To Iquitos **(SPQT)** Peru	**Enroute:** To Fix 09. Turn left to 271deg, and continue to follow the main river. Waypoint is a bend to the right in the river. DME will read 68.5nm……				271deg	28.3nm	00+12
	To Fix 10. Turn right to 319deg, and continue to follow the main river. Waypoint is a bend to the left in the river. DME will read 79.0nm……				319deg	12.7nm	00+05
	To Fix 11. Turn left to 269deg, and continue to follow the main river. Waypoint is a bend to the right in the river. DME will read 93.5nm……				269deg	15.2nm	00+06
	To Fix 12. Turn right to 318deg, and continue to follow the main river. Tune Nav1 to IQT VOR, 116.5. Waypoint is the second, larger island on the right hand bend of the river. DME will read 98.5nm……				318deg	23.1nm	00+09
	To Fix 13. Turn right to 003deg, and continue to follow the main river. Waypoint reached after passing two islands and is a bend to the left in the river. DME will read 101.5nm……..				003deg	12.4nm	00+05
	To Fix 14. Turn left to 323deg, and continue to follow the main river. Waypoint is the next bend to the left in the river. DME will read 98.5nm……..				323deg	8.3nm	00+04
	To Fix 15. Turn left to 243deg, and continue to follow the main river. You will pass several islands before you reach the waypoint which is a bend to the right in the river. DME will read 69.0nm……				243deg	29.8nm	00+12
	To Fix 16. Turn right to 280deg, and continue to follow the main river. Make sure that you take the river Amazon to the left and not the river Napo to the right. Waypoint is the largest of a group of islands at the river junction. DME will read 46.0nm……				280deg	28.1nm	00+11
	To Fix 17. Turn left to 250deg, and continue to follow the main river. Waypoint is just after passing a small group of islands where river bends to the left. DME will read 28.0nm……				250deg	19.1nm	00+08
	To Fix 18. Turn left to 228deg, and continue to follow the main river. Waypoint reached where river widens around two islands. DME will read 18.0nm……				228deg	9.5nm	00+04

	To Fix 19. Turn left to 206deg, and continue to follow the main river. When the DME reads 16.0nm commence descent at 400 FPM to 1,800ft and slow to 120 knots. Set OBS to 239deg. Waypoint reached when needle centers……		206deg	6.7nm	00+03
	Approach: To IQT VOR……		239deg	12.2nm	00+05
	To Fix 20. After station passage IQT VOR, continue on runway reciprocal 239deg and fly Hdg for two minutes. Set Nav1 to runway 6 ILS 109.70, and the OBS to 059deg…..……..		239deg	4.0nm	00+02
	To runway. Commence a right procedure turn. Make a right 45deg turn to 284deg and fly Hdg for one minute. Make a left 180deg turn to 104deg. When needle centres turn left to runway Hdg 059deg for visual approach to runway 6……. Fill your petrol tanks at Col Francisco Secada Vignetta Land Col Francisco Secada Vignetta Length – 8,216ft. Width – 148ft. Surface – Concrete		Final Hdg 059deg	9.4nm	00+05
Flight No. 813-01-07B	**Arrival Airport Elev. - 305ft.**	**Estimated totals for this flight>>>**		**226.9nm**	**01+35**

Leg 8 Part A : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan says that he wants to continue to follow the Amazon for some time. He asks you to land at Requena so that he can continue with his research at the local museum.	Colonel Percy Harrison Fawcett was born in 1867 in Torquay, England. At the age of nineteen, he obtained a commission in the Royal Artillery, and met and married his wife whilst serving in Ceylon. However, Fawcett became bored with Army life and learned the art of surveying, hoping to obtain a more interesting job. In 1906, the President of the Royal Geographical Society asked Fawcett if he would go to South America. He explained that the lack of well-defined borders was leading to tension in the region. Much of the area was 'rubber country' where vast forests of rubber trees were being tapped to provide the world's supply of rubber and generate revenue for countries like Bolivia and Brazil. The lack of defined borders was liable to lead to war, and any expedition to mark the borders could not be led by either a Bolivianor a Brazilian. Only a neutral third party could be trusted with the job and the Royal Geographical Society had been asked to act as a referee. Fawcett accepted the position and arrived in Bolivia in June 1906.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-6	**Init. Hdg -059deg.**	**Init. Alt-3,500ft**	**Apt Elev.-305ft.**			
Iquitos **(SPQT)** Peru To Requena **(SPQN)** Peru	**Departure:** To Fix 01. After take off continue on runway heading 059deg. Tune Nav1 to IQT VOR, 116.50, climb towards 3,500ft MSL, and continue to follow the main river. Waypoint reached when DME reads 6.5nm……..				059deg	6.6nm	00+03
	Enroute: To Fix 02. Continue to follow the river. Note that the river is very confusing here – don't turn too early. Waypoint reached where river bends to the right. DME will read 12.0nm…….				123deg	7.8nm	00+03
	To Fix 03. Turn right to 176deg, and continue to follow the river. Set OBS to 311deg. Waypoint reached when river bends to the left . Needle will center and DME will read 17.0nm……..				176deg	10.6nm	00+04
	To Fix 04. Turn left to 154deg and continue to follow the river. Set OBS to 320deg. Waypoint reached when river bends to the right. Needle will centre and DME will read 26.2nm…….				154deg	9.5nm	00+04
	To Fix 05. Turn right to 245deg and commence a 400fpm descent to 3,500ft MSL. Continue to follow the river. Set OBS to 346deg. Waypoint reached when river bends to the right just beyond two islands. Needle will center and DME will read 25.7nm……..				245deg	11.8nm	00+05
	To Fix 06. Turn right to 306deg, and continue to follow the river. Set OBS to 008deg. Waypoint reached where river makes a U-bend to the left. Needle will centre and DME will read 18.7nm…….				306deg	10.8nm	00+04
	To Fix 07. Turn left to 191deg, and continue to follow the river. Waypoint is a bend to the right in the river. DME will read 25.2nm…….				191deg	6.4nm	00+03
	To Fix 08. Turn right to 223deg, and continue to follow the river. Waypoint is a bend to the left in the river. DME will read 32.4nm…….				223deg	8.4nm	00+03
	To Fix 09. Turn left to 172deg, and continue to follow the river. Waypoint is a bend in the river to the right. DME will read 38.4nm…….				172deg	6.4nm	00+03
	To Fix 10. Turn right to 201deg. After Fix 09, be very careful to take the left hand river which is the Amazon (called the Ucayali here) and not the river Marañón. Continue to follow the river. Waypoint is a slight bend to the right in the river. DME will read 46.4nm……..				201deg	8.1nm	00+03
	To Fix 11. Turn right to 210deg, and continue to follow the river. Commence descent at 400 FPM to 1,600ft. Waypoint is a U-bend in the river. DME will read 71.0nm. Note time of passing station……..				210deg	25.3nm	00+10
	Approach: To Fix 12. Turn right to 249deg, and head towards the right hand end of a long lake. Commence a 300fpm descent to 1,000ft MSL., Waypoint reached after approx seven minutes…….				249deg	13.2nm	00+05
	To Runway. When you are over the right hand end of the lake turn left to 159deg for a visual approach to Requena runway 16……..				Final Hdg		
	Land Requena Length – 3,937ft. Width – 98ft. Surface – Dirt				159deg	4.0nm	00+02
Flight No. 813-01-08A	**Arrival Airport Elev. - 393ft.**		**Estimated totals for this flight>>>**			**128.9nm**	**00+52**

Leg 8 Part B : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan asks you to push on to Orellana where he wants to spend the night.	The Colonel arrived in La Plaz, Bolivia, in June of 1906 ready to start his expedition. After a disagreement with the government over expenses ,Fawcett started into the heart of the continent to begin the boundary survey. He quickly found that just getting to the area where he was to be working would be an ordeal in itself. The trail led up a precipitous path to a pass in the mountains at 17,000 feet. It took him and his companions two hours to go four miles and climb 6,000 feet. The pack mules would struggle up the path 30 feet at a time, then stop, gasping for breath in the thin air. The party was afraid that if they overworked the animals, they would die. Fawcett often found it necessary to swim rivers in order to get a rope across for hauling equipment over. The Colonel had to be very careful there were no cuts or open sores on his body that might attract piranha fish. One of Fawcett's companions lost two fingers to them while washing his blood stained hands in the river.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"	Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-16 / **Init. Hdg -238deg.** / **Init. Alt-4500ft** / **Apt Elev.-393ft.**			
Requena **(SPQN)** Peru To Orellana **(SPON)** Peru	**Departure:** To Fix 13. After take off continue on runway heading 159deg and climb towards 4,500ft MSL. Note time of passing station……	159deg	2.0nm	00+01
	Enroute: To Fix 14. Turn right to 238deg and head towards the river. Don't be misled by the first expanse of water. This is a large lake. Waypoint is over head the river which is just beyond the lake. Reached after approx seven minutes……	238deg	15.1nm	00+06
	To Fix 15. Turn left to 200deg, and continue to follow the general course of the river which at this point swings left and right several times in a very short distance. Tune Nav1 to YMR VOR, 113.70. Set OBS to 261deg. Waypoint reached when needle centers……	200deg	20.8nm	00+08
	To Fix 16. Turn slight right to 209deg, and continue to follow the general course of the river. Set OBS to 264deg. Waypoint is a distinct right turn in the course of the river where needle will center……...	209deg	10.1nm	00+04
	To Fix 17. Turn right to 259deg. The course of the river is again confused. Set OBS to 265deg. Waypoint reached where the course of the river turns distinctly to the left. Needle will center……..	259deg	18.3nm	00+07
	To Fix 18. Turn left to 222deg, and continue to follow the general course of the river. Set OBS to 272deg. Waypoint is the beginning of a right, left, right, left series of bends. Needle will center……..	222deg	14.3nm	00+06
	To Fix 19. Turn right to 238deg, and continue to follow the river. Set Nav1 OBS to 284deg. Tune Nav2 to TAP VOR, 115.50. You will see numerous course changes in the river. Waypoint reached when Nav1 needle centers and Nav2 DME reads 81.7nm……	238deg	24.4nm	00+10
	To Fix 20. Turn left to 187deg, and continue to follow the river. Fix 20 is over a large left hand bend in the river. Tune Nav1 to TAP VOR 115.50, and set the OBS to 259deg. Commence descent at 400 FPM to 1,200ft when the OBS needle centres. Reset OBS to 268deg. Waypoint reached when needle centers……..	187deg	28.5nm	00+11

	Approach: To Fix 21. Turn left to 186deg, and pass by at a distance the right hand end of a L shaped lake…… To runway. When you can see Orellana turn left to runway Hdg 179deg for a visual approach to runway 18. There is a large tree on the aerodrome perimeter in line with runway 18, which necessitates holding a bit more altitude than normal over the aerodrome boundary..... Land Orellana Length – 3,281ft. Width – 59ft. Surface – Dirt		186deg Final Hdg 179deg	12.4nm 3.5nm	00+05 00+02
Flight No. 813-01-08B	**Arrival Airport Elev. – 354ft.**	**Estimated totals for this flight>>>**		**149.4nm**	**01+00**

Leg 9 Part A : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan says that he found some documents in Requena, which seem to point towards the location of the Lost World. He says that he thinks some clues lie near Atalaya, and he asks you to get there him there as quickly as possible.	Colonel Fawcett was appalled by treatment of the native South American Indians. Although slavery was illegal, rubber plantation owners would often organize trips into the jungle for the purpose of capturing slaves to be used as rubber collectors. Some of the tribes, in return, became quite hostile toward those of European decent. Fawcett believed that if you treated the Indians with kindness and understanding, you would receive kindness in return. In 1910 during a trip to find the source of the Heath River, Fawcett's party came under attack from some natives. He managed to calm the situation by playing them popular songs on the accordion.
However you are concerned about the lack of aviation fuel and insist on landing at Pucallpa to refuel.	However, not all contacts with the Indians ended so well. During a trip down the Chocolatal River, the pilot of the boat Fawcett was travelling on went off to inspect a nearby road. Later Fawcett found him dead with 42 arrows in his body.

From - To	**Flight Description.** **"Allocated runways and related information may change when flying online or using Real Weather"**				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-18	**Init. Hdg -179deg.**	**Init. Alt-3500ft**	**Apt Elev.-354ft.**			
Orellana **(SPON)** Peru To Pucallpa **(SPCL)** Peru	**Departure:** To Fix 01. After take off continue on runway heading 179deg and climb towards 3,500ft MSL Tune Nav1 to TAP VOR, 115.50. Set OBS to 296deg. Waypoint reached when you reach the river and needle centers. DME will read 79.7nm……				179deg	21.3nm	00+09
	Enroute: To Fix 02. Turn left to 130deg and follow the river. Tune Nav1 to PUL VOR 116.70, and set the OBS to 159deg. Waypoint reached where course of the river turns to the right and needle centers. DME will read 63.8nm……				130deg	13.2nm	00+05
	To Fix 03. Turn right to 179deg, and continue to follow the river. Set OBS to 145deg. Waypoint reached where the river commences a left, right, left turn. Needle will center and DME will read 44.0nm……....				179deg	22.1nm	00+09
	To Fix 04. Turn left to 121deg, and continue to follow the general course of the river. Set OBS to 164deg. Waypoint is reached at a particularly confused section of the river. Needle will center and DME will read 28.2nm……				121deg	18.7nm	00+08
	To Fix 05. Turn right to 160deg, and continue to follow general course of river. Set OBS to 068deg. Waypoint reached when needle centers. DME will read 11.8nm……				160deg	16.5nm	00+07

	Approach: To PUL VOR. Turn right to 167deg and fly direct to the beacon. Commence a 400fpm descent to 2,000ft MSL……. To Fix 06. Turn right to runway reciprocal 200deg and fly Hdg for two minutes……..……. To runway. Commence a right procedure turn. Make a right 45deg turn to 245deg and fly Hdg for one minute. Make a left 180deg turn to 065deg. When you can see David Abenzur Rengifo turn to runway Hdg 020deg for a visual approach to runway 2……..……..…….. Land David Abenzur Rengifo Length – 9,227ft. Width – 148ft. Surface – Asphalt		167deg 200deg Final Hdg 020deg	11.8nm 4.0nm 8.1nm	00+05 00+02 00+04
Flight No. 813-01-09A	**Arrival Airport Elev. – 511ft.**	**Estimated totals for this flight>>>**		**115.7nm**	**00+49**

Leg 9 Part B : The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan frets considerably whilst you fill the aircraft's tanks with fuel, and check the systems. Nevertheless you are adamant that safety is paramount and that it is not worth risking lives to speed the mission up by a couple of hours.	Unfriendly natives were not the only problem that Fawcett had to deal with. He encountered an anaconda not long after he arrived in South America. In his diary he noted: "*We were drifting easily along the sluggish current not far below the confluence of the Rio Negro when almost under the bow of the boat there appeared a triangular head and several feet of undulating body. It was a giant anaconda. I sprang for my rifle as the creature began to make its way up the bank, and hardly waiting to aim, smashed a .44 soft-nosed bullet into its spine, ten feet below the wicked head.*" The boat stopped so that the Colonel could examine the body. Despite being fatally wounded, "*shivers ran up and down the body like puffs of wind on a mountain tarn.*" Although they had no measuring device along with them, Fawcett estimated the creature was sixty-two feet in length and 12-inches in diameter.

From - To	**Flight Description.** "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-2	**Init. Hdg -110deg.**	**Init. Alt-3500ft**	**Apt Elev.-511ft.**			
Pucallpa **(SPCL)** Peru To Atalaya **(SPAY)** Peru	**Departure:** To Fix 11. After take off turn right to 110deg and climb towards 3,500ft MSL.. Waypoint reached when you are over the river approx two minutes after takeoff……. **Enroute:** To Fix 12. Turn right to 170deg, and head for the river in the distance. Tune Nav1 to PUL VOR, 116.7. Waypoint is reached when you cross the river and DME reads 21.2nm…… To Fix 13. Turn right to 196deg, and head for the river. Be careful not too go to much to the right or you will end up going up the river Pachitea. Waypoint reached when you approach the river and DME reads 30.0nm……. To Fix 14. Turn left to 165deg, and continue to follow general course of the river. Waypoint reached when DME reads 54.2nm…….. To Fix 15. Turn left to 144deg, and continue to follow the river. Waypoint reached as you approach a U-bend in the river and DME reads 87.8nm…… To LAY NDB, 295.0. Turn right to 171deg, maintain heading and continue to follow the general course of the river. Tune ADF to LAY NDB, 295.0. When signal received fly direct to NDB……				110deg 170deg 196deg 165deg 144deg 171deg	4.9nm 20.3nm 10.1nm 24.3nm 35.9nm 60.2nm	00+02 00+08 00+04 00+10 00+15 00+24

	Approach: To Fix 16. On station passage turn left to 118deg and commence a 400fpm descent to 2,400ft. A large outcrop will become evident to your left, guess where the runway is! Waypoint reached when runway is in line when looking out of your left window……..……..		118deg Final Hdg	6.8nm	00+03
	To runway. Turn left to 042deg for visual approach to runway…… Land Atalaya Rwy 4. Length – 4,922ft. Width – 98ft. Surface – Asphalt		042deg	3.9nm	00+02
Flight No. 813-01-09B	**Arrival Airport Elev. – 1,899ft.**	**Estimated totals for this flight>>>**		**166nm**	**01+08**

Leg 10: The Lost World.

THE STORYLINE (FAKE)	**ROUTE NOTES (TRUE)**
Stephan comes back to the aeroplane in a very excited frame of mind. He says that he very much hopes to find the last piece of information during today's flight to Teresita.	We are now starting to approach the foothills of the Andes, which are the principal mountains of South America and are one of the greatest mountain systems of the world - only the Himalayas are higher. They include some of the world's highest peaks, of which more than 50 are higher than 20,000ft (6,100 m) above sea level. The lofty plateaus and high mountain valleys also contain some of the highest permanent human settlements in the world. The Andes are the longest system of high mountain ranges on earth, and extend for more than 5,000 miles (8,000 km) from the coast of the Caribbean in the North to the island of Tierra del Fuego in the extreme South. The highest mountain in the western hemisphere, Aconcagua 22,834ft (6,960 m), is located in the Andes in Argentina.

From - To	**Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"**				**Course (Leg)**	**Distance (Leg)**	**ETE (leg) HH+MM**
	Dep. Rwy-4	**Init. Hdg -222deg.**	**Init. Alt-4500ft**	**Apt Elev.-1,899ft.**			
Atalaya **(SPAY)** Peru	**Departure:** To Fix 03. After take off make a standard right turn to 222deg, start the climb towards 4,500 ft MSL, and head towards the river. Tune ADF to LAY NDB, 295.0. Waypoint reached when over the river and bearing to station is 296deg. (73deg right) Note time of passing station……				222deg	7.7nm	00+03

To Teresita **(SPTE)** Peru	**Enroute:** To Fix 04. Turn left to 183deg. Waypoint reached where the river turns away to the left. Elapsed time will be approx. four minutes. Bearing to station will be 334deg. (151deg right). Note time of passing station……	183deg	10.3nm	00+04
	To Fix 05. Turn left to 164deg, and continue to follow the river. Commence a 400fpm descent to 3,500ft MSL.. Waypoint reached where the river turns to the right. Elapsed time will be approx. eight minutes. Bearing to station will be 340deg. (176deg right). Note time of passing station……	164deg	18.7nm	00+07
	To Fix 06. Turn right to 282deg, and start the climb to 4,500ft MSL. Continue to follow the river. Waypoint reached where river turns to the left. Elapsed time will be approx. fourteen minutes. Bearing to station will be 040deg. (117deg right). Note time of passing station……	282deg	33.5nm	00+12
	To Fix 07. Turn left to 187deg and continue to follow the river. Waypoint reached where the river turns to the left. Elapsed time will be approx. three minutes. Bearing to station will be 034deg. (205deg right). Note time of passing station……..	187deg	7.2nm	00+03
	To Fix 08. Turn left to 153deg, and continue to follow the river. Commence a 400fpm descent to 3,500ft MSL.. Waypoint reached where river turns to the right. Elapsed time will be approx. seventeen minutes. Note time of passing station……..	153deg	41.4nm	00+015
	To Fix 09. Turn right to 216deg, and continue to follow the river. Climb to 4,500ft MSL. Waypoint reached where river turns sharply to the left. Elapsed time will be approx. five minutes. Note time of passing station……..	216deg	13.3nm	00+05
	To Fix 10. Turn left to 153deg, and continue to follow the river. Tune Nav1 to AND VOR, 114.30. Set OBS to 159deg. A large outcrop will become visible slightly to your left. Again guess where the runway is! Waypoint reached when needle centers and outcrop is approx thirty five degrees left. Elapsed time is approx. fifteen minutes……	153deg	29.5nm	00+15
	Approach: To runway. When you can see San Francisco turn left to runway Hdg 118deg for a visual approach to runway 12 …… Land San Francisco Length – 3,937ft. Width – 98ft. Surface – Dirt **Warning – Don't be misled on the approach. The runway is in a deep hollow and is guarded by a tree. Better to approach too high and 'have a look-see' then go around again.**	Final Hdg 118deg	3.8nm	00+02
Flight No. 813-01-10	**Arrival Airport Elev. – 2,499ft.**	**Estimated totals for this flight>>>**	**165.9nm**	**01+04**

Leg 11: The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan goes off in a state of disappointment having not seen the last clue today. However, when he returns he is almost beside himself with excitement. From a conversation with a local chief, he's sure that the answer lays in a deep river gorge, and from studying the map he's identified this as the river Mantaro.	We have now reached the end of the Amazon (at least on Flight Sim!), and all told, we followed the river for just over 3,000 miles. However, as appears to be typical of the Amazon there is no unified agreement over its real source. The Times 1996 Atlas of the World, pinpointed a point near Laguna Lauricocha as the main source of the Amazon. However, recently an expedition from National Geographic came to another conclusion. They identified the source as being on a slope of Nevado Mismi, an 18,363ft (5,597m) mountain in southern Peru, in the department Arequipa. The Nevado Mismi lies in the Cordillera del Chila, and is about 10 km from the small city of Chivay in the Colca canyon.
He asks you to fly to end of the gorge at low level, and then back at a higher level. If he finds the clue he will ask you to land at Puerto Ocopa.	The source of any river is defined as the most distant point in the drainage basin from which water runs year-around, or the furthest point from which water could possibly flow into the ocean. The expedition members concluded that the source on the Nevado Mismi fits both of these definitions for the Amazon.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-12	Init. Hdg -297deg.	Init. Alt-4500ft	Apt Elev.-2,499ft.			
Teresita **(SPTE)** Peru To Puerto Ocopa **(SPPA)** Peru	**Departure:** To Fix 03. After take off make a standard right turn to 297deg. Climb towards 4,500 ft MSL, and head towards the river. Tune Nav1 to SCO VOR 114.10, and set the OBS to 042deg. Note time of passing station……				297deg	4.2nm	00+02
	Enroute: To Fix 04. Turn right to 332deg, and continue to follow the river. Waypoint is reached where the river branches to the left. Elapsed time will be approx. seven minutes……				332deg	18.5nm	00+07
	To Fix 05. Turn left to 270deg, to head up the river Mantaro. From this point onwards follow the river Mantaro, and not the Amazon……				270deg	3.6nm	00+01
	Fix 06 to Fix 26. Very shortly afterwards you will enter a deep river gorge. From this point onwards there is no point in giving detailed route information. Just follow the gorge and maintain 4,500ft MSL until Fix 19 (a very steep left turn to 103deg). To Fix 22. Continue to follow the gorge. Waypoint is where the river turns sharply to the left. An equally sharp turn to the right will be visible ahead……..				---deg	80.3nm	00+32
	To Fix 25. Continue to follow the gorge. Open the Throttle, and Prop Control to full climb settings and climb towards 9,500ft MSL – the cliff in front of you is 6,500ft MSL. After you climb out of the gorge, follow the stream round to the left, and keep on the left hand side of the valley……				---deg	9.0nm	00+04
	To Fix 26. Turn left to 081deg, and keep to the left hand side of the valley……..				081deg	1.9nm	00+01
	To Fix 28. Make a steep 199deg right turn to 280deg, and aim to head back down the valley. **Warning – This is a very restricted area so make full use of the space available**. You may alternatively continue on and fly around the peak on your right – much safer!.....				280deg	2.5nm	00+01
	To Fix 29. Turn right to 314deg. Maintain 9,500ft MSL, and follow back along the top of the gorge…...				314deg	1.4nm	00+01
	Fix 30 to Fix 40. Again it is difficult to give detailed route information. Just follow the top of the gorge and maintain 9,500ft MSL . Waypoint is where you will exit from the narrow gorge and where the left bank widens appreciably……..				---deg	44.8nm	00+17

	To Fix 41. Turn left to 093deg. A large rocky outcrop will be observed ahead on the left bank of the river. Waypoint reached when Nav1 OBS needle centers……..……..		093deg	2.1nm	00+01
	To Fix 42. Turn left to 062deg, and head towards a slight dip on a ridge between two mountain peaks. Waypoint reached as you pass over the ridge……		062deg	5.3nm	00+02
	To Fix 43. Turn left to 030deg, and head towards the river. Commence a 500fpm descent to 3,000ft MSL . Waypoint reached when you reach the river……		030deg	34.8nm	00+13
	To Fix 44. Turn left to 329deg, and follow the river. Slow to 120kts, and commence a 400fpm descent to 2,800ft MSL when you see Puerto Ocopa Aerodrome which will be directly in front of you. Aim to pass over the aerodrome……...		329deg	25.7nm	00+10
	Approach:				
	To Fix 45. Turn to runway reciprocal 322deg and fly Hdg for two minutes……..		322deg	4.0nm	00+02
	To runway. Commence a procedure turn. Make a right 45deg tum to 007deg and fly Hdg for one minute. Make a left 180deg turn to 187deg. When you can see Puerto Ocopaturn to runway Hdg 142deg for a visual approach to runway 14……..……. Land Puerto Ocopa Length – 4,003ft. Width – 148ft. Surface – Dirt		Final Hdg 142deg	9.1nm	00+05
Flight No. 813-01-11	**Arrival Airport Elev. – 1,217ft.**	**Estimated totals for this flight>>>**		**250.4nm**	**01+40**

Leg 12: The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan is literally jumping with excitement. He says that at last all the information he has been collecting during the trip has started to make sense. The final piece of information he gathered was from the cone shaped hills in the river gorge. This has convinced him that the Lost World lays to the North and is near the river Huallaga. He asks you to fly to Juanjui as quickly as possible.	"*The forest in these solitudes is always full of voices, the soft whisperings of those who came before*." With those words, written to his wife in 1925, Col. Percy Harrison Fawcett embarked on a mission to find a city he believed was part of the legendary Atlantis. The quest had begun five years earlier when Col. Fawcett read an 18th-century document at Brazil's National Library in Rio de Janeiro. The document supposedly revealed how a Portuguese explorer had found an ancient, walled city constructed like those of ancient Greece. Fawcett named this fabled city Z. Its discovery would prove that Atlantis had once existed, and that its refugees had helped re-create their civilization in the wilds of South America. According to the old Portuguese accounts, the Atlantean survivors had brought gold from their doomed homeland to build temples, palaces and a magnificent wall around the city. Fawcett, his son Jack, and a friend (Raleigh Rimell) pushed into the heart of Brazil's Mato Grosso where, on May 29th, a message was sent from Fawcett to his wife, indicating that they were ready to enter unexplored territory. The three were sending back the assistants that had helped them to this point and they were ready to go on by themselves. Fawcett told his wife "*You need have no fear of failure*" It was the last anyone ever heard of the expedition. They disappeared into the jungle never to be seen again.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-14	Init. Hdg –322deg.	Init. Alt-4500ft	Apt Elev.-1,217ft.			
Puerto Ocopa **(SPPA)** Peru	**Departure:** To Fix 03. After take off make a standard right turn to 322deg. Climb towards 4,500 ft MSL, and head towards the river. Tune Nav1 to PUL VOR 116.70, and set the OBS to 040deg. Tune the ADF to TGM (385.0 kHz). Waypoint reached just after crossing the river. Elapsed time will be approx. four minutes…..				322deg	9.0nm	00+04
To	**Enroute:** To Fix 04. Turn left to 302deg, and continue to follow the river Perene. Waypoint reached where the river bends to the left. Elapsed time will be approx. five minutes……				302deg	13.0nm	00+05
Juanjui **(SPJI)** Peru	To Fix 05. Turn left to 253deg, and continue to follow the river. Waypoint is where the river bends to the right. Elapsed time will be approx. four minutes……				253deg	9.0nm	00+04
	To Fix 06. Turn right to 305deg, and continue to follow the river. Waypoint reached where the river turns away to the right. Elapsed time will be approx. three minutes……..				305deg	8.0nm	00+03
	To Fix 07. Turn right to 350deg, and continue to follow the river to the point where it 'disappears'. Reached after approx. two minutes……..				350deg	4.5nm	00+02
	To TGM NDB. Turn left to 323deg, and maintain heading until TGM NDB received, then fly direct to NDB. Commence climb to 10,500ft MSL. After crossing mountain ridge where Nav1 OBS will center. (Fix 8) commence a 500fpm descent to 4,500ft MSL……				323deg	116.2nm	00+43
	To Fix 9. Turn right to 337deg and head towards the river Huallaga. Reset OBS to 066deg. Waypoint reached when needle centers and the river is reached……				337deg	14.1nm	00+06
	To Fix 10. Turn right to 350deg and continue to follow general course of the river. Reset OBS to 077deg. Waypoint reached when needle centers and the river bends to the left……				350deg	19.1nm	00+08
	To Fix 11. Turn left to 248deg. Waypoint is the next bend in the river to the right……..				248deg	3.7nm	00+01

	To Fix 12. Turn right to 347deg, and continue to follow the river. Reset OBS to 084deg. Waypoint reached when needle centers. The river makes a series of small turns at this point……..		347deg	12.9nm	00+05
	To Fix 13. Turn slight left to 332deg, and continue to follow the river. Reset OBS to 089deg. Waypoint reached when needle centers……..		332deg	10.7nm	00+04
	To Fix 14. Turn slight left to 321deg, and continue to follow the general course of the river. Reset OBS to 102 deg. Waypoint reached when needle centers. This is just beyond a village on the left bank……		321deg	33.1nm	00+13
	To Fix 15. Turn right to 343deg, and continue to follow the river. Re-tune Nav1 to TAP VOR, 115.50. Waypoint reached when DME reads 60.6nm. This is a bend in the river to the right and is shortly after what appears to be a discontinuity in the course of the river……..		343deg	26.3nm	00+11
	To Fix 16. Turn right to 058deg, and continue to follow the river. Commence a 400fpm descent to 3,500ft MSL. Waypoint is a bend in the river to the left. DME will read 51.8nm…….		058deg	11.0nm	00+04
	To Fix 17. Turn left to 349deg, and continue to follow the river. Commence a 400fpm descent to 2,500ft MSL. Waypoint reached where the river bends to the left. DME will read 45.3nm……..		349deg	7.5nm	00+03
	To Fix 18. Turn left to 317deg. One minute after the turn commence a 400fpm descent to 1,600ft MSL. Set OBS to 036deg. Waypoint reached as needle approaches center. Anticipate the turn…….		317deg	9.6nm	00+05
	Approach: To runway. When the Nav 1 needle centres, turn right to 030deg and you will see Juanjui directly in front of you. Make a visual approach to runway 3…….. Land Juanjui Length – 6,037ft. Width – 148ft. Surface – Oil treated		Final Hdg 030deg	3.4nm	00+02
Flight No. 813-01-12	**Arrival Airport Elev. – 1,145ft.**	**Estimated totals for this flight>>>**		**311nm**	**02+05**

Leg 13: The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
The whole party relaxes for a couple of days at Juanjui. Stephan spends most of his time re-reading the manuscripts that he bought with him. You spend most of your time acquainting your taste buds with a locally brewed amber coloured drink. As the time for departure materialises there is a general feeling that this could be **IT.**	Arthur Conan Doyle was born at Picardy Place, Edinburgh on May 22, 1859. He was the son of Charles Altamont Doyle, a civil servant in the Edinburgh Office of Works, and Mary (nee Foley) Doyle. Although he perhaps best remembered for his stories about Sherlock Holmes, he wrote many other books. One of these was *The Lost World*, which was originally published as a serialized story in the magazine *The Strand* from April to October 1912 (volumes 43 and 44). This story, written as a set of letters from reporter Edward D. Malone to the Daily Gazette newspaper where he works, details the adventures of Professors Challenger and Summerlee, hunter Lord John Roxton and himself as they venture into the depths of the Amazon in search of a hidden plateau where Challenger claims dinosaurs still exist. Naturally, they reach this plateau, but become stranded there, and after various encounters with dinosaurs, the group joins with a tribe of Indians who live on one side of the plateau to eradicate a society of homicidal ape-people who live on the other. Once they make it back to London, it is revealed that Challenger brought a pterodactyl back with them. However, whilst proving the truth of their story, the animal escapes and is last seen over the ocean flying back towards South America.

From - To	**Flight Description.** **"Allocated runways and related information may change when flying online or using Real Weather"**				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-3	**Init. Hdg –337deg.**	**Init. Alt-12,500ft**	**Apt Elev.-1,145ft.**			
Juanjui **(SPJI)** Peru	**Departure:** Track to RIO ADF, 201.0. Tune Nav1 to TAP VOR 115.50, and set the OBS to 282deg. Tune the ADF to RIO ADF. After take off, turn left and head towards the RIO ADF on a course of 337deg. Set the mixture to lean, and climb towards 12,500 ft MSL. Waypoint reached when needle centers……				337deg	42.5nm	00+17
To	**Enroute:** To Fix 03. Turn left to 282deg. You will see the "**The Lost World**" directly in front of you. When the DME reads 63nm commence your descent to 11,700ft MSL……..				282deg	29.3nm	00+11
Santa Rosa **(Z24A)** Peru	**Approach:** To runway. When you can see Santa Rosa West, turn right to make a visual approach to runway 29. I do not recommend that you land from the West as there is a 500ft ridge at that end of the runway…….. Land Santa Rosa West Length – 5,915ft. Width – 98ft. Surface – Asphalt				Final Hdg 287deg	4.0nm	00+02
Flight No. 813-01-13	**Arrival Airport Elev. – 10,498t.**		**Estimated totals for this flight>>>**			**75.8nm**	**00+31**

Very, I repeat, very Important. Read before flying this leg.

There is an aspect of leg 14 which is the next and final leg that you must pay close attention to prior to departure from Santa Rosa. You will be flying at an altitude that is outside the FS2002 'flight envelope' for the DC3, therefore, to ensure that the correct altitude and descent rate figures are correctly presented in the FSNavigator flight plan you must make the following changes to the 'Aircraft' settings. First, make a note of the current settings as these must be reset to their original figures afterwards.
Within FSNavigator left click on the little black aircraft symbol. The panel that opens is the 'aircraft' settings panel.
In the 'Altitude [ft]:' window change the setting to 15500 after noting the current setting, probably 11500.
In the 'Descent' window change the 'Descent', 'Rate [fpm]' to 700. Again, note the current setting, probably 500.
Click on 'Save' and wait a few moments before continuing.
One final thing! If you are starting from 'fresh' with this leg I would advise you to start at another lower altitude location and lean the fuel mixture a few notches (Ctrl/Shift/F2) and then move your aircraft to Santa Rosa. If you don't then unless you are very quick you will find the engines will flood and stop, which unless you are aware of this phenomenon will cause some hea d scratching.

Leg 14: The Lost World.

THE STORYLINE (FAKE)	ROUTE NOTES (TRUE)
Stephan is overjoyed to have found the Lost World at last. He spends some considerable time searching the area to look for evidence of a visit by Conan Doyle and Fawcett. He returns with an ecstatic look on his face having found the following inscription on a cave wall: ACD  PHF 8 May1889 Meanwhile you marvel over how Conan Doyle and Fawcett managed to build such a nice tarmac runway! Stephan asks you to fly to the port of Chimbote, when his luxury yacht is waiting for him.	Before Fawcett's last journey he left word that, should they not return, a rescue expedition was not to be mounted as he felt it would be too dangerous. However, despite Fawcett's wishes, several rescue expeditions tried to find him - but without any success. Occasionally there were intriguing reports that he'd been seen, but none of these were ever confirmed. The possibilities of his fate are almost endless - Hostile Indians? A giant anaconda? Piranhas? Disease? Starvation? Or was it, as one tale told, that he had lost his memory and lived out the rest of his life as a chief among a tribe of cannibals? In 1928 a search party found a small trunk which was believed to belong to the missing explorers - but nothing else. They were told that hostile natives had killed the three white men soon after they entered the heavy forest. However, Indians drove the rescuers out of the region before they could confirm the stories. In 1930, an American reporter Albert de Winto tried to track Col. Fawcett down, but he, too, vanished in the jungle. A year later, a Swiss trapper, Stefan Rattin, reported that he had come upon an old Englishman living as a well-cared-for prisoner for a group of Indians. Although the man had not given his name, Rattin's description, and the man's circumstances raised hopes that Fawcett's party had been found. However, when Rattin returned with a rescue party, Fawcett (if it was him) and his two companions were gone. For decades afterward, Mato Grosso travellers reported meeting gaunt, English-speaking oldsters along the jungle paths. There have been reports of blue-eyed, white-skinned Indians in the rain forest, said to be offspring of the young Jack Fawcett. Bones unearthed in 1950 and identified as Col. Fawcett's did not, in fact, match the descriptions of any of the three explorers. In all probability, the fate of Fawcett and his two companions will forever remain a mystery.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE (leg) HH+MM
	Dep. Rwy-11	Init. Hdg –232deg.	Init. Alt-12,500ft	Apt Elev.-10,498ft.			
Santa Rosa **(Z24A)** Peru To Chimbote **(SPEO)** Peru	**Departure:** Track to MAR NDB, 300.0. I suggest that you take off in an Easterly direction so as to avoid the ridge at the Western end of the runway. Tune Nav1 to POY VOR 115.10, and set the OBS to 013deg. After take off, make a standard right turn to 232deg, and climb towards 12,500 ft MSL. Waypoint reached after passing the ridge into the valley and OBS needle centers……				232deg	42.1nm	00+15
	Enroute: To Fix 04. Turn left to 176deg, and follow the valley. Commence a 500fpm descent to 11,500ft MSL. Tune Nav1 to TRU VOR, 116.30 and set OBS to 223deg. Waypoint reached where the valley turns away to the left and needle centers……..				176deg	10.0nm	00+04
	To Fix 05. Turn left to 153deg, and continue to follow the valley. Set the OBS to 241deg. Waypoint reached when needle centers……				153deg	30.3nm	00+11
	To Fix 06. Turn right to 214deg, and continue to follow the valley. Commence climb to 15,500ft MSL. Reset OBS to 244deg. Waypoint reached when needle centers……				214deg	8.3nm	00+03
	To Fix 07. Turn left to 171deg, and head up the valley. Set OBS to 248deg. Waypoint reached where valley turns slightly right. Needle will center. Continue with climb……				171deg	8.3nm	00+03
	To Fix 08. Turn right to 196deg. Set OBS to 254deg. You will pass a small lake to your right. Waypoint reached when needle centers. As you approach Fix 08 do not turn down the first valley or cross the ridge in front of you, but turn left down the small valley just before the ridge……..				196deg	11.0nm	00+04
	To Fix 09. Turn left to 168deg, and continue to follow the valley. Set OBS to 258. Waypoint reached when needle centers……				168deg	5.3nm	00+03
	To Fix 10. Turn slightly right to 172deg. Head towards the snow capped triangular mountain peak which should appear over the horizon. Reset OBS to 279deg. You will clear the ridge by 1,000ft before flying over a valley. Waypoint reached when needle centers……				172deg	5.3nm	00+02
	To Fix 11. Turn left to 155deg and head for the left edge of a snowfield. Reset OBS to 284deg. Waypoint reached when you pass the snowfield and needle centers……				155deg	8.2nm	00+03
	To Fix 12. Turn right to 206deg. Commence a 700fpm descent to 6,500ft MSL.. Reset OBS to 290deg. Waypoint reached when needle centers……..				206deg	7.9nm	00+03
	To Fix 13. Turn slight right to 211deg. Reset OBS to 294deg. Waypoint reached when needle centers. Be careful not to follow the valley round to the left!……				206deg	7.9nm	00+03
	To Fix 14. Turn right to 264deg. Tune Nav1 to BTE VOR, 112.50 and set OBS to 221deg. Waypoint is a slight bend to the left in the valley, reached when needle centers……				264deg	8.5nm	00+03
	To Fix 15. Turn slight left to 258deg. Reset OBS to 214deg. Waypoint reached where course of valley turns right. Needle will center……				258deg	6.3nm	00+02
	To Fix 16. Turn right to 283deg, and continue to follow the valley. Reset OBS to 205deg. Waypoint reached where course of valley turns slight left and needle centers……				283deg	5.7nm	00+02
	To Fix 17. Turn left to 260deg, and continue to follow the valley. Reset OBS to 196deg. Waypoint reached when needle centers……				260deg	5.3nm	00+02

	To Fix 18. Turn left to 204deg. Commence a 500fpm descent to 2,500ft MSL. Reset OBS to 180deg. Waypoint reached when needle centers……		204deg	20.2nm	00+09
	Approach: To runway. Turn left to runway heading 180deg. Commence a 500fpm descent to 1,200ft MSL. Choose either a VOR approach to runway or a visual approach…….. Land Teniente Jaime A De Montreuil Length – 5,931ft. Width – 148ft. Surface – Asphalt		Final Hdg 180deg	10.0nm	00+05
light No. 813-01-14	**Arrival Airport Elev. – 68ft.**	**Estimated totals for this flight>>>**		**218nm**	**01+23**

Hope you have enjoyed flying this charter. Please do not forget to reset the 'Aircraft' settings to their original settings.