

COLUMBIA RIVER GORGE TOUR

You are about to undertake an adventure tour for a group of wealthy tourists. They are enchanted by the idea of flying our airline as well as the opportunity to see the Columbia River Gorge, and more from above. As pilot and tour guide you will fly VFR under ideal weather conditions. Thus your flight plans for the three legs of this trip are conditional on the weather.

Should weather deteriorate, you will create an IFR flight plan by converting your FS Nav plans to the proper format. Alternately, you could fly on line using Vatsim and convert your plan to the appropriate format. (When FS9 asks whether you want to start from the take off airport, reply in the negative if you are already in mid flight when you convert to IFR).

To give your passengers the very best possible views, you will be flying the first two legs of your flight at 1,500 feet, climbing only when necessary to avoid terrain or low cloud formations. Remember that when flying this route as a VFR pilot, you will have wide discretion. Also remember that even though you are seeing the River and other scenery head on, your passengers can only look out their side windows. Therefore, for them to get the best out of this flight, you should alternate between the left and right banks of the river, and even circle particularly interesting points.

This entire flight can be done with existing default scenery. But, especially if you are flying FS9 there are add on sceneries which I consider essential. All are in the avsim file library. Some are prodigiously large and broadband is the best way to get them. But, if you have only dialup, just allow plenty of free time. The files are:

Holger Sandmann: Columbia River Gorge cr_gorge.zip, and the update crg_upd1.zip.

Larry Silsbee: grand_coulee.zip, and the patch grand_coulee_fix.zip

Steven Rosenow: Mt. Rainer Photo-real scenery: mtrainierscenery.zip

At the same time, if you do an avsim search using Steve's name, you will find other relevant sceneries, including one for Mt. St. Helen's. Steve has coordinated his work with other designers, including that by Holger and Larry.

Since creation of this tour, Flight1 software has come out with its Ultimate Terrain for the USA, as well as previous editions for Canada and Alaska. Should you have Ultimate Terrain, or plan to get it, be aware that Messrs. Sandmann and Silsbee have both updated their sceneries to become compatible with the changes Ultimate Terrain makes to the basic FS9 use of bgl scenery files. FWIW, I think UT is an enormous step up in enhancing the visual appeal of FS9 for those of us who enjoy the "eye candy"

NB: These are complicated scenery installations. You must read the docs carefully and move step by step. Some require you to disable existing default bgl files. But, once you have done this and made correct installations you will be rewarded with some breathtaking views out your cockpit windows and your passengers will be similarly enchanted.

Though not necessary, I highly advise downloading and installation of Justin Tyme's landclass and terrain mesh sceneries for the American West Coast. You will also find his freeware work at avsim, as well as a payware version at <http://portal.fsgenesis.net/>

If you have any questions about this flight or need more explanation, please feel free to email me at shermank@comcast.net.

A profound thank you to Messrs. Tyme, Sandmann, Silsbee and Rosenow for their remarkable freeware.

Sherman Kaplan, dca 662

COLUMBIA RIVER GORGE TOUR**Leg 1**

Leg 1 will take you through the gorge East of KPDX and the many scenic wonders there. The first leg lands at Richland, which can also serve as an emergency destination in the event foul weather should develop during the flight. If prevailing winds and the control tower allow, your best approach would be on the RIBCO NDB for an ILS landing on Rwy 19. The ILS frequency is 110.50.

From – To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 28R	Init. Hdg – 280deg	Init. Alt – 1,500ft	Apt Elev. – 29ft			
Portland Intl (KPDX) United States To Richland (KRLD) United States	Departure: To Fix 01. After take off continue on runway heading 280deg until 1,000ft MSL.....				280	4.0	00+02
	Enroute: To Fix 03. Turn right to 100deg and follow the river..... To Fix RIBDOO. Continue to follow the river. Tune the ADF to RL NDB, 260.0, and NAV1 to PSC VOR/DME, 108.40, set the OBS to 131deg.....				100 Av crse 151	8.0 184.9	00+04 01+17
	Approach: To Fix 11. On station passage RL, continue to follow the river until Nav 1 OBS needle centers... To runway. Turn right to 187deg for a visual or ILS approach.....				345 187	4.0 9.5	00+02 00+05
	Land: Richland runway 19 Length: 3,996ft Width: 75ft Surface: Asphalt						
Flight: 662-01-01	Arrival Airport Elev. – 390ft		Estimated totals for this flight>>>			210nm	01+30

COLUMBIA RIVER GORGE TOUR**Leg 2**

Your second leg, 662-01-02 will take you from Richland to a tour of the Grand Coulee Dam. The dam is one of the marvels of construction and by some accounts an even greater achievement than the Hoover Dam. Remember to circle the dam both clockwise and counter clockwise to give your passengers the views for which they are paying top dollar.

As you leave the dam, you could fly direct to Chelan, which is where you will end your second leg. But, the more scenic way is to follow the river, which wraps around this way and that, but ultimately leads you to Chelan. Fix #2 (after48n...) in 662-02 will help you find your way, though again, visually following the river will achieve the same result.

Chelan is only about 3500 feet and requires an approach to RWY 20 from a slightly offset point. You can only land here under VFR because it is an uncontrolled airport. On my test flights, I had to do several go-arounds to land successfully. For instructions on short field landing techniques, go to this link on our website at http://dc3airways.com/TechEd/te_gnd_short_field.html

Use Rwy 20 for landing and its reciprocal Rwy 2 for taking off. When you see the landscape, you will understand why...😊

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 19	Init. Hdg – 187deg	Init. Alt – 3,500ft	Apt Elev. – 390ft			
Richland (KRLD) United States To Chelan (S10) United States	Departure: To Fix 01. Before take off tune Nav 1 to MWH VOR/DME 115.00 and set the OBS to 343deg. After take off continue on runway heading 187deg until 1,000ft MSL.....				187	5.4	00+03
	Enroute: To MWH VOR/DME. Turn right to intercept MWH 343R. Direct to VOR.....				343	59.0	00+24
	To Fix 02 (Grand Coulee Dam). Turn right to 358deg and track 358R outbound from MWH. The Grand Coulee Dam is reached when the DME reads 43.9nm.....				358	47.3	00+19
	To Fix 04. After you leave the dam turn left, descend to 1,500ft and fly through the river valley. Reset the OBS to 134deg. Waypoint reached when you turn South (DME reads 55.7nm).....				Av crse 243	42.7	00+18
	Approach: To Fix 05. Climb to 2,200ft and continue to follow the river. When the OBS needle centers you should see the aerodrome directly in front of you..... To runway. Turn to 200deg for a visual approach.....				Av crse 157 200	7.9 4.7	00+04 00+02
Land: Chelan Mun runway 20				Length: 3,539ft	Width: 60ft	Surface: Asphalt	
Flight: 662-01-02	Arrival Airport Elev. – 1,263ft				Estimated totals for this flight>>>		167nm 01+10

COLUMBIA RIVER GORGE TOUR**Leg 3**

Your last leg, 662-01-03 will be your longest, and includes up close and personal views of Mt. Rainer and Mt. St. Helen. Again, you will be flying VFR if weather allows. If weather is inclement, there is no point in making the flight.

While the flight plan will get you to a good perspective of Mt. Rainer, around the RADDY intersection, it is up to you to navigate so your passengers see this natural wonder. As you did at Coulee Dam, it would be a good idea to circle the mountain both clockwise and counter clockwise. I found that an altitude of 11,500 is a good view, but if you can climb up to 13,500 or higher, it can be even more striking.

As you leave Mt. Rainer and begin heading South for Mt. St. Helens head for Fix #2 which will lead you right to the mountain. You will want at least 10,500 feet of altitude so that you can circle the crater (again, in both directions) and look for the puffs of smoke that reminds everyone that this is very much a live volcano. You will see remnants of the destruction left in the wake of the May 18, 1980 eruption. For more information about the volcano, here's a link from the National Park Service: at <http://www.fs.fed.us/gpnm/mshnvm/>

After leaving the volcano would be a good time to create an IFR version of your flight plan and file it with control. As you may have done earlier, pick up the plan where you are currently flying, not from your take off airport.

From – To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 2	Init. Hdg – 182deg	Init. Alt – 13,500ft	Apt Elev. – 1,263ft			
Chelan (S10) United States	Departure: To Fix 01. Before take off tune Nav 1 to EAT VOR/DME 111.00 and set the OBS to 182deg. As soon as you clear the trees turn right to intercept EAT 182R. Direct to VOR.....				020	1.3	00+01
To Portland (KPDX) United States	Enroute: To EAT VOR/DME. Turn right to intercept EAT 182R. Direct to VOR.....				182	30.7	00+14
	To intersection RADDY. Turn right and track 231R outbound from EAT. Waypoint reached when DME reads 56.6nm. Give your passenger a good view of the mountain by circling both clockwise and anticlockwise.....				231	56.6	00+21
	To LAC NDB, 328.0. Turn right to 245deg, and descend to 8,500ft so your passengers can turn a nice healthy pink color again! Direct to NDB.....				245	42.7	00+16
	To OLM VOR/DME, 113.40. Turn right to intercept OLM 241R. Direct to VOR.....				241	14.3	00+05
	To Fix 02. Turn left and track 134R outbound from OLM. Start climb to 10,500ft. Waypoint reached when DME reads 39.2nm. Again give your passenger a good view of the mountain by circling both clockwise and anticlockwise.....				134	39.2	00+15
	To LSO NDB, 256.0. Turn right to 213deg, and start descent to 3,000ft. Direct to NDB.....				213	22.9	00+09
	To Fix 03. Turn left to 154deg. Tune Nav1 to Rwy 10R ILS/GS/DME, 110.50 and set the OBS to 100deg.....				154	29.0	00+12

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	Approach: To runway. Turn left to 100deg for a visual or ILS approach..... Land: Portland Intl runway 10R Length: 10,984ft Width: 150ft Surface: Asphalt	100	10.0	00+05
Flight: 662-01-03	Arrival Airport Elev. – 29ft	Estimated totals for this flight>>>		
			247nm	01+38