

Sheppard's Freight Run

This is a round robin winter charter originating and ending at Provo, Utah to drop of and pick up freight from five small towns for the Sheep Herders Association of Central Utah (SHACU). The scenery looks even better in the winter; so don't forget to set the flight simulator to "Winter".

If you do not have it already you can enhance the scenery with the addition on the Rockies Mesh from Genesis at:
http://www.fsgenesis.com/Merchant2/merchant.mvc?Screen=PROD&Product_Code=RKDEM38&Category_Code=38DEM.

Winter months in Utah's central high plains area can be mighty tough when it comes to getting the necessary supplies to the sheep ranchers. The Sheep Herders Association of Central Utah (SHACU) decided to charter a worthy plane to make runs to five towns where the ranchers could, without a lot of travel, collect necessary veterinary supplies and other essential goods for the winter operations. This charter covers approximately 330 miles and just over two hours of flight time. It was created this way to reduce flight time while staying inside the boundary of safety.

When you have completed all the legs, submit a single PIREP number 1160-01 for the entire round trip.

Leg 1

You will fly up "Provo Canyon" for this short first leg. Robert Redford's "Sundance" ski resort and studio (Not shown) is located on the left side about 2/3 the way up the canyon.

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 – 36	Init. Hdg – 358deg	Init. Alt – 7,000ft	Apt Elev. – 4,494ft			
Provo (KPVU) USA To Heber City (36U) USA	Departure: To Fix 01. Before take off tune Nav 1 to PVU VOR/DME, 108.40 and set the OBS to 023deg ¹ . After take off continue on runway heading 358deg and commence climb to 7,000ft. Waypoint reached when the DME reads 2.0NM.....				358	2.4	00+01
	En route: To Fix 02. Turn right to 028deg and head into the canyon in front of you - watch for cross winds. Waypoint reached at the end of the canyon.....				Av. Course 030	9.0	00+04
	Approach: To Fix 03. Turn left, track 023R outbound from PVU and commence your descent to 6,300ft... To runway. Turn right to 036deg for a visual approach.....				024 036	7.3 2.3	00+03 00+01
	Land: Heber runway 3 Length: 6,898ft Width: 75ft Surface: Asphalt						
	Arrival Airport Elev. – 5,636ft					21nm	00+09
	Estimated totals for this flight>>>						

¹ FSNV shows a course error of –1deg for PVU

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Leg 2

Clear runway, gear up and turn right to enter Daniels Pass to Strawberry Reservoir, one of the hottest Trout fishing lakes in the central Wasatch Range. At the South end of the lake, you will turn east and fly over the high plains area of the Wasatch Mountains to the small community of Duchesne Utah.

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 – 3	Init. Hdg – 035deg	Init. Alt – 9,500ft	Apt Elev. – 5,636ft			
Heber City (36U) USA To Duchesne (U69) USA	Departure: To Fix 05. Before take off tune Nav 1 to PVU VOR/DME, 108.40 and SET OBS to 045deg ² . Once clear of runway bank right to 143deg into Daniels Pass (the canyon) and start your climb towards 9,500ft.....				143	5.5	00+02
	En route: To Fix 06. Turn left and continue up canyon to summit. Waypoint reached when OBS needle centers.....				123	4.1	00+02
	To Fix 07. Turn right to 137deg, set OBS to 078 and continue climb over Strawberry Reservoir. Waypoint reached when OBS Needle centers.				137	13.5	00+05
	To Fix 08. Turn left and track 077R outbound from PVU. When you lose PVU, retune Nav 1 to MTU VOR/DME, 112.7 and set OBS to 070. Waypoint reached when DME reads 27.4nm.....				078	20.3	00+08
	To Fix 09. Turn right to 090, and commence 500 FPM descent to 6,500ft. Waypoint reached when OBS needle centers and DME reads 11.8nm.....				090	16.0	00+06
	Approach: To runway. Turn left to 346 for visual approach. Keep a bit high on the approach as there is a ridge and tree just before the runway threshold.....				346	3.5	00+01
	Land: Duchesne runway 34	Length: 5,805ft	Width: 60ft	Surface: Asphalt Poor Condition			
	Arrival Airport Elev. – 5,823ft					63nm	00+24
	Estimated totals for this flight>>>						

² FSNav shows a course error of –1deg for PVU

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Leg 3

Clear runway, gear up and set up on initial heading to climb out to 10,500 feet in order to clear the east west mountain range north of Price Utah. You will be flying of the Ute Indian Reservation, and a part of the country where Butch Cassidy and the Sundance Kid roamed.

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 34	Init. Hdg – 190deg	Init. Alt – 10,500ft	Apt Elev. – 5,823ft			
Duchesne (U69) USA To Price (KPUC) USA	Departure & En route: To Fix 12. Before take off tune Nav 1 to PUC VOR/DME, 115.50 and set OBS to 190. After takeoff, make a standard rate left turn to 190deg, start your climb to 10,500ft and follow the OBS needle. When the DME reads 14nm slow to 120kts and commence descent to 6,700ft.....				191	33.6	00+13
	Approach: To Fix 13. Turn right to 205deg and reset OBS to 137deg. Waypoint reached when OBS centers				205	7.5	00+03
	To Fix 14. Turn left to 185deg and reset OBS to 035deg. Waypoint reached when OBS centers..				185	5.0	00+02
	To Fix 15. Turn left to 095deg and reset OBS to 007deg. Waypoint reached when OBS centers..				095	1.8	00+01
	To runway. Turn left to 005deg for a visual approach.....				005	3.3	00+02
	Land: Price runway 36						

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Leg 4

Clear runway, gear up and set up on initial heading to climb out to 12,500. After you make your turn at Huntington, you will be crossing two high ridges on the western side of the Wasatch Range. Keep a close eye on your elevation above ground.

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 36	Init. Hdg – 005deg	Init. Alt – 12,500ft	Apt Elev. – 5,951ft			
Price (KPUC) USA To Manti (41U) USA	Departure: To fix 16. Before take off tune Nav 1 to PUC VOR/DME, 115.50. Center OBS to 194. After takeoff continue on runway heading and start climb to 12,500ft. Waypoint reached when DME reads 2.5nm.....				005	2.5	00+01
	En route: To Fix 18. Make a standard rate right turn to 198deg. Waypoint reached when the OBS needle centers.....				198	8.7	00+04
	To Fix 19. Turn left and track 194R outbound from PUC. Tune Nav 2 to JNC VOR/DME 112.4 and set the OBS to 267deg. Waypoint reached when the Nav 2 OBS needle centers – just before Huntington aerodrome (69v)				194	10.7	00+04
	To Fix 20. Turn right, track 267R outbound from JNC and reset the Nav 1 OBS to 236deg. Waypoint reached when the Nav 1 OBS needle centers.....				267	21.6	00+08
	To Fix 21. Turn left and track 236R outbound from PUC (Nav 1). Slow to 120kts and commence your descent to 8,000ft. Waypoint reached when Nav 1 DME reads 43.6nm.....				236	13.4	00+07
	Approach: To Fix 22. Start timer, turn left to 210deg and fly Hdg for 3 minutes.....				210	6.0	00+03
	To runway. Make a 180deg standard rate left turn to 030deg and whilst in the turn start your final descent for a visual approach to Manti-Ephraim.....				030	7.1	00+03
	Land: Manti-Ephraim runway 3 Length: 4,868ft Width: 75ft Surface: Asphalt						
	Arrival Airport Elev. – 5,498ft Estimated totals for this flight>>>					70nm	00+30

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Leg 5

Clear runway, gear up and set up on initial heading to climb out to 8500 feet. After you make your turn west, you will fly over the Sevier Bridge reservoir and out to the east edge of the Sevier Desert area.

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 3	Init. Hdg – 210deg	Init. Alt – 10,500ft	Apt Elev. – 5,498ft			
Manti (41U) USA To Delta (KDTA) USA	Departure: To fix 26. Before take off tune Nav 1 to DTA VOR/DME, 116.10 and set the OBS to 258deg ³ . After take off make a standard rate right turn to 210deg and commence your climb towards 10,500ft. Waypoint reached when the OBS needle centers.....				210	12.6	00+06
	En route: To Fix 27. Turn right to 261deg and intercept DTA 258R. Slow to 120kts and commence descent to 6,500ft when the DME reads 17nm. Waypoint reached when the DME reads 0.2nm....				261	38.1	00+15
	Approach: To runway. Turn right to 346deg for visual approach to land rw34.				346	4.4	00+02
	Land: Delta runway 34 Length: 6,016ft Width: 75ft Surface: Asphalt						
	Arrival Airport Elev. – 4,753 ft Estimated totals for this flight>>>					55nm	00+23

³ FSNav shows a course error of –3deg for DTA

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Leg 6

From Delta you will head east over "Dog Valley" then turn north and fly alongside the western edge of the Wasatch Range.

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 34	Init. Hdg – 346deg	Init. Alt – 8,500ft	Apt Elev. – 4,753ft			
Delta (KDTA) USA To Provo (KPVU) USA	Departure: To fix 28. Before take off tune Nav 1 to PVU VOR/DME, 108.40 and set the OBS to 358deg ⁴ . Tune Nav 2 to DTA VOR/DME, 116.10 – will only be used as a DME. After take off continue on runway heading and start climb towards 8,500ft. Waypoint reached when Nav 2 reads 8.3nm.....				346	4.0	00+02
	En route: To Nephi Mun (U14). Turn right to 044deg. The Nav 1 signal will not be received until some way along this leg. Waypoint reached when Nav 1 OBS needle centers, directly over Nephi Mun aerodrome.....				044	34.2	00+14
	To Fix 29. Turn left to 359deg and track the PVU 358R. When Nav 1 DME reads 20nm slow to 120kts and commence descent to 5,700ft.....				359	24.9	00+10
	Approach: To runway. Turn left to 358deg for a visual approach.....				358	4.0	00+02
	Land: Provo runway 36 Length: 6,617ft Width: 150ft Surface: Asphalt						
	Arrival Airport Elev. – 4,494 ft Estimated totals for this flight>>>					67nm	00+28

Estimated totals for all flights>>>	327nm	02+15
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⁴ FSNV shows a course error of –1deg for PVU