

The best of luck and enjoy a scenic flight in South Africa.

"You are advised to start the flight with a minimum of 2,000 lb's of fuel."

After loading fuel, adjust payload for an aircraft gross weight of around 23,000 lb's.

Don't forget to check your Altimeter Barometric pressure frequently. Hit key 'B'.

Don't forget to check for gyro drift frequently. Hit key 'D'.

From - To	Flight Description.				Course (Leg) deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy : 28	Init. Hdg: 200°	Init. Alt: 7,500ft	Apt Elev: 4,389ft			
Hendrik Verwoerddam (FAHV) South Africa  To  East London (FAEL) South Africa	<b>Preliminary settings:</b> Tune NAV1 to MZV VOR/DME 117.20: Set OBS to 072° Tune NAV2 to BDV VOR, 113.10. Set OBS to 139°. <b>Start flight timer on brake release.</b>						
	<b>Departure.</b>						
	<b>To Fix 03:</b> (Refer to Departure.pdf) After takeoff turn left to 200°, commence climb to 7500ft MSL and intercept BDV R-139. Track radial to interception of MZV VOR R-073° IB. Waypoint reached when VOR1 OBI needle centers.....				139	17.5	00+07
	<b>En Route.</b>						
	<b>To Fix 04:</b> (Refer to En Route 1). Turn left and intercept MZV R-073° IB. Waypoint at D-60nm MZV .....				073	53.0	00+20
	<b>To Fix 05:</b> Turn right to 150° and maintain course by DED reckoning. Commence a 500ft/min climb to 8,500ft MSL. Reset VOR1 OBS to 231°. Waypoint reached when VOR1 OBI needle centers. Should coincide with D-60 MZV .....				050	21.9	00+08
	<b>To Aliwal North airport Rwy 24:</b> (refer to Aliwal North Approach.pdf) turn right to intercept MZV VOR R-231° OB. Commence a 500ft/min descent to 5,500ft MSL. At D-78.5 MZV runway should be visible (See Aliwal North Visual RWY 24.pdf). Descend to land Aliwal North RWY 24 for a Touch and go landing.....				231	22.6	00+10
	<b>To Fix 08:</b> (Refer to En Route 2). After take off turn left to 220° magnetic, commence climb to 8,500ft MSL and intercept MZV R-231° OB. Check NAV2 still tuned to BDV VOR 113.10 and set OBS to 180°						

	<p><b>Note. If your aircraft uses a 'mechanical' DME it will become unreliable after DME-99nm. If this is the case, maintain course by DED reckoning to waypoint.</b> Waypoint at D-116nm MZV. NAV2 OBI needle centered.....</p> <p><b>To Fix 09:</b> (Refer to En Route 3). Turn left to intercept BDV R-181°OB. Tune NAV1 to BOV VOR/DME, 112.70 and set OBS to 181°. When signal received intercept and track BOV R-181°IB. Waypoint at D-78nm BOV .....</p> <p><b>To Fix 10:</b> Continue to track BOV R-181°IB. Commence 500ft/min descent to 6,500ft MSL. Waypoint at D-60nm BOV .....</p> <p><b>To Queenstown airport Rwy 30:</b> (Refer to Queenstown approach Rwy 30.pdf). Turn left to 123°magnetic. Commence 500ft/min descent to 5,500ft MSL. Set NAV1 OBS to 014°. When needle is approaching center turn left to intercept BOV VOR R-014°OB. At D-58nm BOV turn left to 303°magnetic. Maintain 5,500ft MSL. Set NAV1 OBS to 009°. Do not commence descent to runway before needle centers. <b>To Runway :</b> When needle centers commence a visual approach for a touch and go at Queenstown RWY 30 Elev 3,638ft.....</p> <p><b>To Fix 15:</b> (Refer to En Route 4.pdf). After take off turn left and intercept CH NDB, 402.5 bearing 249°IB. Commence climb to 8,500ft MSL. Reset VOR1 OBS to 170°. Waypoint reached when needle approaches center.....</p> <p><b>To BOV VOR/DME, 112.70:</b> Turn left to intercept BOV R-170°IB. Commence descent to 7,500ft MSL. At DME-10nm BOV commence 500ft/min descent to 5,500ft MSL. Fly direct to VOR.....</p> <p><b>To Bisho Airport Rwy 8:</b> Turn right to 250°magnetic. Commence 500ft/min descent to 3,500ft MSL. Monitor DME BOV. At DME-15 BOV make a right turn to 035°. Tune NAV1 to Bisho runway 8 ILS/GS,</p>	<p>231</p> <p>181</p> <p>181</p> <p>!!!</p> <p>249</p> <p>170</p>	<p>32.8</p> <p>36.3</p> <p>18.0</p> <p>31.3</p> <p>18.0</p> <p>59.9</p>	<p>00+13</p> <p>00+14</p> <p>00+07</p> <p>00+15</p> <p>00+08</p> <p>00+23</p>
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	<p>110.50. and intercept ILS. Make an ILS approach for a touch and go on runway 8.....</p> <p><b>To ELV VOR/DME, 114.50:</b> After take off turn right to intercept ELV R-134°  B. Commence climb to 3,500ft MSL. Fly direct to VOR.....</p> <p><b>Approach.</b> (Refer to East London Approach Rwy 29). Turn left to intercept ELV VOR R-105°OB. Commence 500ft/min descent to 2,500ft MSL. At DME-8nm ELV make a left procedure turn. To do this :- Turn left to 060° magnetic and fly heading for one minute. Tune NAV1 to East London ILS/GS 109.90. Make a standard rate right turn to 240°. Intercept ILS Localizer for an ILS approach and landing.....</p> <p>Land East London Rwy 29. Length – 6,443ft. Width – 150ft. Surface – Asphalt. (Refer to East London, airport layout.pdf). Taxi to end of Rwy, turn left and taxi to Parking 3, Ramp GA Large. <b>Switch off engines and stop top flight timer .</b></p> <p><b>Missed approach.</b> Climb straight ahead to 3,500ft. Make a standard rate right turn and return to ELV VOR. Repeat approach</p>			!!!	29.6	00+16
				134	29.7	00+12
				!!!	21.0	00+05
<b>Flight No:- WR 05-01</b>	<b>Arrival Airport Elev: 436ft</b>	<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>393nm</b>	<b>02+38</b>	