

**The Daily Mail Trophy Pt 1. London to Shanghai.**  
**By Rene Maes aka 'Nemo'.**  
**FS2000**

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"				Hdg. Degr.	Dist. Nm.	ETE(leg) HH+MM
	Dep. Rwy - 3	Init. Hdg- 351deg	Init. Alt-8500ft	Apt Elev.-597ft			
Biggin Hill (EGKB) U.K. To Hornafjordur (BIHN) Iceland.	To BPK VOR, 117.50. ....				351	26.4	00+12
	To CFD VOR, 116.50. ....				322	26.9	00+10
	To TNT VOR, 115.70. ....				333	70.3	00+27
	To MCT VOR, 113.55.Drop flowers halfway between MCT and POL (Littleborough cemetery).				317	28.0	00+11
	To POL VOR, 112.10. Descend to 7500ft .....				020	23.9	00+09
	To DCS VOR, 115.20. Descend to 6500ft .....				331	73.0	00+28
	To GOW VOR, 115.40. ....				339	78.6	00+30
	To INS VOR, 109.20. Descend to 5500ft. Watch out for Nessie as you fly over Loch Ness!				016	101.2	00+40
	To WIK NDB, 344.0. ....				037	62.5	00+25
	To KWL VOR, 108.60. ....				018	31.2	00+12
	To SUM VOR, 117.35. ....				048	73.8	00+29
	To AB NDB, 381.0. Descend to 4500ft. Maintain heading when signal from SUM VOR fades until AB NDB received.				313	182.5	01+13
	To MY NDB, 337.0. After Station passage turn left to 311deg and maintain heading until ING VOR received. After one hours flying at 140kts if ING VOR is not received correct your heading to 309deg.				341	50.0	00+20
	Track to ING VOR, 112.40. When DME reads 45nm turn right to 011deg.				309	221.9	01+29
	To HN NDB, 330.0. After station passage turn left to 357deg for a visual approach.				011	43.2	00+18
	Land Hornafjordur Rwy 36. ....				011	01.3	00+01
	Refuel the auxiliary tanks only.						
Flight No. 578-03-01	Arrival Airport Elev. – 29ft.		Estimated totals for this flight>>>			1095	07+13

From - To	<b><u>Flight Description. "Allocated runways and related information may change when flying online or when using Real Weather"</u></b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 18	Init. Hdg- 252deg	Init. Alt-4500ft	Apt Elev.-29ft			
Hornafjordur (BIHN) Iceland. to Reykjavik (BIRK) Iceland.	To ING VOR, 112.40. ....				252deg	48.4nm	00+21
	To SR NDB, 312.6. ....				264deg	39.7nm	00+16
	Track to HL NDB, 345.0. Tune Nav1 to HL DME 110.70. When DME reads .... 22nm you should be crossing the coast. Turn right to 325deg.				283deg	39.9nm	00+16
	To SE NDB, 397.00. When DME reads 29nm commence 300fpm descent to ..... 3000ft.				325deg	49.9nm	00+20
	After station passage turn left to 319deg and commence 300fpm descent to ..... 1500ft. Intercept the ILS 109.10. Beware, this is a back course. Land Reykjavik Rwy 32. .... Refuel the auxiliary tanks only.				318deg	26.4nm	00+16
<b>Flight No. 578-03-02</b>	<b>Arrival Airport Elev. – 42ft.</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>204nm</b>	<b>01+29</b>

From - To	<b><u>Flight Description. "Allocated runways and related information may change when flying online or when using Real Weather"</u></b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 2	Init. Hdg- 017deg	Init. Alt-5500ft	Apt Elev.-42ft			
Reykjavik (BIRK) Iceland. To Constable Pynt (BGCO) Greenland.	To SA NDB, 379.0. ....				017deg	11.1nm	00+05
	To HK NDB, 366.0. ....				031deg	81.3nm	00+33
	To GJ NDB, 340.0. ....				032deg	21.4nm	00+08
	To Fix 01. This is a waypoint inserted at one hours flying time from GJ NDB. After passing this point change heading to 021deg then maintain heading until CP NDB received. This course change takes into account you are flying a 'great circle route'.				019deg	140.0nm	00+55
	To CP NDB, 386.0. If visibility allows use a direct visual approach. Otherwise, at CP NDB turn right through 163deg. to 183 deg. and fly heading for two minutes. Turn right through 180 deg. to 003deg for straight in visual approach.				021deg	146.2nm	00+58
<b>Flight No. 578-03-03</b>	Land Constable Pynt Rwy 36. Runway is asphalt and difficult to see. .... Do a <b>full</b> refuel and check.				003deg	10.9nm	00+05
	<b>Arrival Airport Elev. – 42ft.</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>411nm</b>	<b>02+45</b>

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 36	Init. Hdg- 305deg	Init. Alt-12500ft	Apt Elev.-42ft			
Constable Pynt (BGO) Greenland. to Jakobshavn (BGJN) Greenland.	Fixes which are based on speed and time have been inserted at approximately 140nm. Intervals, which represents roughly fifty to sixty minutes flying time at 140kts. The intention is to give the pilot the opportunity to correct for the errors introduced by flying the 'great circle route'. Not making these adjustments could cause you to miss a waypoint entirely! Not good in this climate! To Fix 02. After take off turn left to 297deg and intercept the 306deg bearing OB from CP NDB, 386.0.				297deg	10.4nm	00+04
	To Fix 03. ....				306deg	139.5nm	00+52
	To Fix 04. ....				305deg	141.6nm	00+51
	To Fix 05. ....				302deg	140.3nm	00+50
	To Fix 06. Tune Nav1 to JV DME, 111.95. When DME reads 65nm commence a 500fpm descent to 3000ft. This fix is located at the head of an inlet. DME will read 13nm.				298deg	140.5nm	00+52
	To JV NDB, 367.0. When DME reads 9nm commence 400fpm descent to 1500ft. If the pilot considers a visual approach is possible then continue independently. Otherwise, at JV NDB turn right to 349deg and fly heading for one minute. Turn right to 079 and fly heading for two minutes. Turn right to 169deg and fly heading for one minute. Turn right to runway heading 259deg for a visual approach.				293deg	13.5nm	00+06
	Land Jakobshavn Rwy 26. Beware! This is a short runway – 2772ft and asphalt.				259deg	11.7nm	00+06
<b>Flight No. 578-03-04</b>	<b>Arrival Airport Elev. – 91ft.</b>			<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>598nm</b>	<b>03+43</b>

From - To	Flight Description. "Allocated runways and related information may change when flying online or when using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 8	Init. Hdg- 015deg	Init. Alt-5500ft	Apt Elev.-91ft			
Jakobshavn (BGJN) Greenland. to Alert (CYLT) Northern Territories Canada.	To Fix 02. After take off turn left to 015deg and intercept the 034deg bearing OB from JV NDB, 367.0.				015deg	05.1nm	00+02
	To UM NDB, 354.0. ....				034deg	83.6nm	00+34
	To UP NDB, 399.0. ....				024deg	148.4nm	00+59
	To Fix 03. As in 578-03-04 this is a fix to account for the fact that you are flying the ‘great circle route’. Maintain heading when signal from UP NDB fades.				025deg	147.6nm	00+58
	To THT VOR, 111.00. (Clearance has been given to land at Thule AB for DCA pilots but in case of emergency only).				030deg	146.9nm	00+58
	To Fix 04. Again, this is a fix to take into account you are flying a ‘great circle route’.				080deg	139.2nm	00+55
	Track to LT NDB, 305.0. Tune Nav1 to ULT DME, 110.70. When DME reads 35nm commence a 300fpm descent to 2000ft.				083deg	210.8nm	01+14
	At Fix 05 which is 14nm DME aim to arrive at 2000ft and 120kts. Turn left to 072deg and fly heading for three minutes. Then turn right to runway heading, 123deg for visual approach.						
	Land Alert Rwy 5.				123deg	14.7nm	00+08
Wait for C47 Cargo from Thule AB to refuel all.							
Flight No. 578-03-05	Arrival Airport Elev. – 98ft.		Estimated totals for this flight>>>			660nm	04+34

The text of the following leg has been left in it's entirety as submitted by the author. You are wished the very best of luck if you attempt this flight and fly it properly. That means, flown using normal flying methods and not flown by using FSNavigator's 'Fly FP'.

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 5	Init. Hdg- 123deg	Init. Alt-9500ft	Apt Elev.-98ft			
Alert (CYLT) Northern Territories Canada. to Mould Bay (CYMD) Northwest Territories Canada.	Route: <b>North Pole crossing attempt reconstruction. Use TR2b Turbo Charged DC3 with fuel optimiser ( see readme.txt ).</b> This is the leg where DC3-578 nearly went missing. You will fly the same leg while avoiding the dangerous "89 zone". Fix04 is the waypoint where pilot was forced to descent to 5.500 to avoid icing and did turn back to Canada with a crippled plane. <b>Be warned! Flying the "89 zone" is at your own risk. Do not trespass FAIL SAFE point!</b> Depart runway 5, climb to 9.500 ft; to LT NDB, 305; Hdg 130 to RAFFO; Hdg 130 to LT004; Hdg 115 to ULT03; Hdg 77 to Fix01; Hdg 84 to Fix02; Hdg 87 to Fix03; <b>Icing!</b> Hdg 161 and BOD to 5.500 21 nm from Fix04; turn Hdg 51 to Fix05; Hdg 50 to Fix06; Hdg 100 to Fix07; Hdg 121 to Fix08; <b>engine trouble</b> , BOD to 3.500 12 nm from COALL; at COALL turn Hdg 63 to Fix09; Hdg 68 to Fix10; Hdg 109 and final BOD 3.2 nm from Fix11; <b>rattling engine, oil leaks</b> ; turn Hdg 74 to Fix12; final difficult turn to Hdg 34; <b>one engine dead</b> , land the best you can on runway 9 at Mould Bay <b>under applause of Thule AB rescue squadron and locals. Rest a week and wait for repairs to be done.</b>						
<b>Flight No. 578-03-06</b>	Arrival Airport Elev. – 39ft.		Estimated totals for this flight>>>			<b>1327nm</b>	<b>08+41</b>

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 9	Init. Hdg- 114deg	Init. Alt-5500ft	Apt Elev.-39ft			
Mould Bay (CYMD) Northwest Territories Canada. to Point Hope (PAPO) Alaska.	To Fix 02. After take off turn right to 113deg. and fly to tip of island. ....				114deg	10.8nm	00+05
	To Fix 03. This waypoint is a fix to take into account you are flying a 'great circle route'.				156deg	141.6nm	00+56
	To YSY NDB, 321.0. ....				157deg	124.4nm	00+49
	After station passage turn right to 173deg and maintain heading after signal from YSY NDB fades.						
	To Fix 04. This is located on a small island off the northern edge of the mainland.				173deg	99.6nm	00+39
	After station passage turn right to 199deg and maintain heading.						
	To UB NDB, 380.0. ....				199deg	121.3nm	00+48
	After station passage turn right to 241deg bearing OB from UB NDB and maintain heading when signal fades.						
	To Fix 05.this is a small island off the mainland. ....				241deg	128.9nm	00+52
	To BTI NDB, 308.0. ....				258deg	98.7nm	00+39
	To SCC VOR, 113.90. ....				244deg	97.2nm	00+39
	After station passage turn right to 251deg. Maintain heading when signal fades						
	To PIZ NDB, 347.0(possible emergency landing at Point Lay for fuel). ....				251deg	300.6nm	02+00
	To LUR NDB, 385.0. ....				215deg	83.2nm	00+33
	Track to PHO NDB, 221.0. Commence 400fpm descent to 1000ft two minutes after station passage LUR NDB. NDB approach.				191deg	32.6nm	00+13
	Land Point Hope Rw19. And "hope" you don't get the fog DC3-578 received as a welcome. Refuel all.				185deg	02.0nm	00+01
<b>Flight No.578-03-07</b>	<b>Arrival Airport Elev. – 13ft.</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>1241nm</b>	<b>08+16</b>

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 19	Init. Hdg- 199deg	Init. Alt-6500ft	Apt Elev.-13ft			
Point Hope (PAPO) Alaska. to Anadyr (UHMA) Russia.	To LA NDB, 445.0. After take off turn right to 199deg and maintain heading until LA NDB received.				200deg	190.6nm	01+16
	To NB NDB, 400.0. ....				264deg	205.5nm	01+20
	After station passage turn left to 233deg and maintain heading when signal fades. To KB NDB, 790.0. If visibility is good you will be in sight of the coast after approximately twenty five minutes flying time. Commence a 500fpm descent to 1500ft. Aim to arrive at KB NDB at 1500ft and 120kts.				233deg	90.7nm	00+35
	After station passage turn right to 278deg and fly heading for one minute. Turn right to 008deg and fly heading for four minutes. Turn right to 098deg and fly heading for one minute. Turn right to 188deg for straight in visual approach. Land Anadyr Rwy 19. ....				188deg	16.5nm	00+09
<b>Flight No.578-03-08</b>	<b>Arrival Airport Elev. – 196ft.</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>503nm</b>	<b>03+20</b>

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 19	Init. Hdg- 188deg	Init. Alt-8500ft	Apt Elev.-196ft			
Anadyr (UHMA) Russia to Yakutsk (UEEE) Russia.	See 578-03-04 for explanation of why intermediate fixes have been employed. To KB NDB, 790.0. ....				188deg	03.8nm	00+02
	After station passage turn right to 281deg bearing OB from KB NDB and maintain heading when signal fades. To Fix 01. ....				281deg	140.5nm	00+55
	To Fix 02. ....				280deg	140.9nm	00+53
	To Fix 03. ....				282deg	295.9nm	01+52
	To Fix 04. ....				275deg	140.2nm	00+53
	To Fix 05. ....				272deg	140.3nm	00+53
	To Fix 06. ....				268deg	140.1nm	00+53
	To UD NDB, 290.0. A descent to 700ft should commence 1hr 25min after passing Fix 06 but considerable judgment is required for a safe descent. After station passage turn left to the 224deg bearing OB from UD NDB. Land Yakutsk Rwy 23R. ....				275deg	271.0nm	01+44
	<b>Drink Vodka with Mig squadrons. Don't forget to refuel plane and meet with Daily Mail female journalist.</b>				226deg	01.9nm	00+01
<b>Flight No.578-03-09</b>	<b>Arrival Airport Elev. – 324ft.</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>1279nm</b>	<b>08+06</b>



From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy -23R	Init. Hdg- 226deg	Init. Alt-8500ft	Apt Elev.-324ft			
Yakutsk (UEEE) Russia. to Hailar (ZBLA) China.	<b>(Board Daily Mail journalist (the least you can do).</b>						
	To V NDB, 685.0. ....				226deg	01.9nm	00+01
	To VD NDB, 334.0. ....				234deg	01.5nm	00+01
	After station passage turn left to 228deg bearing OB from VD NDB. Maintain heading when signal fades.						
	To Fix 01. This fix is to take into account you are flying a 'great circle route'. ....				228deg	140.6nm	00+55
	To AL NDB, 430.0 ....				225deg	103.0nm	00+39
	To NRG VOR, 113.80. ....				202deg	103.3nm	00+39
	After station passage turn right to 215deg Radial OB from NRG VOR. Maintain heading when signal fades.						
	To Fix 02. This fix is to take into account you are flying a 'great circle route'. ....				215deg	234.3nm	01+28
	After station passage turn left to 211 deg and maintain heading until signal from HLD VOR received.						
Flight No.578-03-10	Track to HLD VOR, 115.10 until DME reads 30nm. (Fix 03).				211deg	232.3nm	01+28
	At fix 03 turn left to 173deg and maintain heading. Reset Nav1 OBI to 260deg.						
	Commence 500fpm descent to 4000ft three minutes after passing Fix 03.						
	When Nav1 OBI centers turn right to 228deg. Tune Nav1 to 110.30 and intercept the ILS.						
	Land Hailar Rwy 27. ....				273deg	40.9nm	00+20
Arrival Airport Elev. – 2168ft.		Estimated totals for this flight>>>				858nm	05+30

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy -27	Init. Hdg- 192deg	Init. Alt-8500ft	Apt Elev.-2168ft			
Hailar (ZBLA) China. to Beijing (ZBAA) China	To Fix 02. After take off turn left to 192deg and intercept the 212deg radial OB from HLD VOR, 115.10.				192deg	07.1nm	00+03
	To Fix 03. This fix is to take into account you are flying a 'great circle route'. ....				212deg	139.6nm	00+54
	To Fix 04. This appears to be a large wooded area and is obvious from a distance.				210deg	97.6nm	00+37
	To Fix 05. This is a large lake about ten miles across and cannot be mistaken.				202deg	136.1nm	00+51
	Track to HUR VOR, 113.60. When DME reads 33nm commence 500fpm descent to 5000ft. When DME reads 15nm you are at Fix 06. Slow to 120kts.				185deg	162.7nm	01+02
	Turn right to 214deg. After two minutes commence 400fpm descent to 2000ft. Tune Nav1 to 110.30 and intercept the ILS.						
	Land Beijing Rwy 18R. <b>Be met by "thousands" of admirers.</b>				178deg	31.4nm	00+17
<b>Flight No.578-03-11</b>	<b>Arrival Airport Elev. – 114ft</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>575nm</b>	<b>03+44</b>

From - To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or when using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy -18R	Init. Hdg- 179deg	Init. Alt-6500ft	Apt Elev.-114ft			
Beijing (ZBAA) China to Shanghai (ZSSS) China.	To DK NDB, 354.0. ....				179deg	03.9nm	00+02
	To VYK VOR, 112.70. ....				186deg	51.1nm	00+21
	To BTO VOR, 115.90. ....				186deg	64.5nm	00+25
	To TNA VOR, 113.70. ....				163deg	80.8nm	00+31
	To PSN VOR, 116.50. ....				171deg	157.9nm	01+01
	After station passage turn left to 136deg Radial OB from PSN VOR.						
	To NTG VOR, 115.60. ....				136deg	202.2nm	01+18
	Track to NHW VOR, 114.60. When DME reads 30nm turn right to runway heading 181deg. Tune Nav1 to 109.10 and intercept the ILS.				158deg	36.4nm	00+14
	Land Shanghai Rwy 18. <b>Be officially invited to the British Embassy in Beijing.</b>				181deg	18.8nm	00+08
<b>Flight No.578-03-12</b>	<b>Arrival Airport Elev. – 9ft</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>616nm</b>	<b>04+01</b>

**End of Part One.** *And then at this Embassy party, DC3-578, this crazy nut, decided to make it a World Tour and return to Biggin Hill....*