

The Trans-Siberian Railroad

This charter traces the route of the great Trans-Siberian Railroad, which runs more than 4,500 nm from Moscow to Vladivostok. Some of the flights will be relatively short, while one will be extremely long due to a lack of default runways in MSFS. Although not formally part of the TSB, we will begin our charter from the city of St. Petersburg so we can truly go from coast to coast across Russia, from the North Sea to the Sea of Japan. You will notice quickly that Russia is a very flat country, so don't expect to see any substantial hills until we are more than half way through the charter.

Notes:

1. Throughout this charter, it is left to pilot's discretion as to when to start the descent for landing.
2. Some of the NDBs near aerodromes can be very strange – if they are in front of you, they can appear to be behind, and vice versa. If you stick with the flight notes you should be OK, but just be aware that the RMI may suddenly swing round at the last moment.

Leg 1 – St. Petersburg to Moscow

St. Petersburg, named for the patron saint of its founder, Tsar Peter I (aka Peter the Great), began in 1703 with the construction of the St. Peter and Paul fortress on the banks of the river Neva. The city has been called the Northern Capital and was the first paved city in Russia. Also known in past times as Petrograd and Leningrad, the city is one filled with museums today. If you've only got time to visit one museum, perhaps it should be the Railway Museum, which was established in 1809, 28 years before Russia had it's first working train!

However, we don't have time to spend here, so let's start up our faithful plane and begin our tour of the great Trans-Siberian Railroad.

From – To	Flight Description.				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy – 10 L	Init. Hdg: 099 deg.	Init. Alt: 5,500 ft	Apt Elev: 79 ft			
St. Petersburg (ULLI) Russia To Moscow (UUEE) Russia	Departure: Prior to departure, tune ADF to 525.0 (PL NDB). Upon takeoff, maintain runway heading, begin climb to 5,500 ft and fly direct to NDB				099	3.9	00+02
	Enroute: To UD NDB: At station crossing turn right to 128 deg, tune ADF to 940.0 and fly direct to NDB				128	56.2	00+23
	To DB NDB: At station crossing turn left to 119 deg, tune ADF to 375.0 and fly DR until signal is picked up. Tune NAV 2 to 114.60 (MR VOR) and fly direct to NDB				119	133.8	00+53
	To M NDB: At station crossing turn right to 147 deg, tune ADF to 910.0 and fly DR until signal is picked up, then fly direct to NDB				147	59.2	00+23
	To AR NDB: At station crossing turn left to 136 deg, tune ADF to 1080.0 and fly direct to NDB... ..				136	61.6	00+24
	Approach: To NL NDB: At station crossing turn left to 086 deg, tune ADF to 380.0 and fly direct to NDB... ..				086	17.8	00+07
	To runway: At station crossing (OM) turn left to 067 deg to land on runway 7R				067	2.0	00+01
	Land Sheremetyevo runway: 7R	Length: 11,973 ft	Width: 197 ft	Surface: Concrete			
1066-05-01	Arrival Airport Elev: 630 ft		Estimated totals for this flight>>>			335nm	02+14

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Leg 2 – Moscow to Nizhny Novgorod

From Moscow we fly to Nizhny Novgorod. Before we begin to track the route of the TSR, we will first take a slight detour to view Red Square and the Kremlin.

Nizhny-Novgorod, on the River Volga, is Russia's third largest city. It has always been a major trade town, but it is also heavily industrialized. In the 19th century, it was said that "St Petersburg is Russia's head, Moscow's its heart, but Nizhny-Novgorod is its wallet". Under the Soviets, it was called Gorky, after one of its greatest sons, and was for a long time closed to foreigners. The dissident writer Andrei Sakharov was exiled here and his flat is now a museum. For a fine view of the City visit the Cathedral of the Archangel Michael.

From – To	Flight Description.				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy – 7R	Init. Hdg: 247 deg.	Init. Alt: 3,500 ft	Apt Elev: 630 ft			
Moscow (UUEE) Russia To Nizhny Novgorod (UWGG) Russia	Departure: Prior to departure, tune ADF to 565.0 (KS NDB). Once clear of runway, make a 180deg left hand turn to 247deg and begin climb to 3,500 ft. Waypoint reached when the RMI reads 187deg.....				247	10.4	00+05
	Enroute: To KS NDB: Turn left to 187 deg and fly direct to NDB				187	9.4	00+04
	To Fix 4: At station crossing turn left to 122 deg and fly for approximately 5 minutes. Waypoint reached when Red Square and the Kremlin are off your port wing				122	12.5	00+05
	To MF NDB: From waypoint turn left to 064 deg, tune ADF to 478.0 and fly DR until signal is picked up, then fly direct to NDB. Climb to 5,500 when past Red Square				064	73.0	00+29
	To CW NDB: At station crossing turn right to 087, tune ADF to 485.0 and fly direct to NDB				087	72.4	00+29
	To RP NDB: At station crossing turn left to 084, tune ADF to 960.0 and fly direct to NDB				084	47.3	00+19
	Approach: To N NDB: At station crossing turn left to 030, tune ADF to 1030.0 and fly direct to NDB				030	31.9	00+13
	Prepare for a very short final (.8 nm) as you approach N NDB. At station crossing turn left to 007 deg to land runway 36R				007	0.8	00+01
	Land runway: 36R	Length: 9,270 ft	Width: 148 ft	Surface: Concrete			
1066-05-02	Arrival Airport Elev: 256 ft		Estimated totals for this flight>>>			258nm	01+44

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Leg 3 – Nizhny Novgorod to Perm

Perm (Soviet name Molotov, after the politician and/or the cocktail) is another industrial city, and is best thought of as the inspiration for the city that Chekhov's "Three Sisters" wanted to leave. Pasternak wrote "Doctor Zhivago" here, and there is a good art gallery and the Sergei Diaghilev Museum (for ballet fans). It is said to be possible to get a good pizza.

From – To	Flight Description.				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy – 36 R	Init. Hdg: 046 deg.	Init. Alt: 5,500 ft	Apt Elev: 256 ft			
Nizhny Novgorod (UWGG) Russia To Perm (USPP) Russia	Departure: Prior to departure, tune ADF to 676.0 (UV NDB). Once clear of runway, begin climb to 5,500 ft and fly direct to NDB				000	3.4	00+02
	Enroute: To RZ NDB: At station crossing, turn right to 046 deg, tune ADF to 643.0 (RZ NDB and fly DR until signal is picked up, then fly direct to NDB				046	104.7	00+44
	To Fix 1**: At station crossing adjust course to 042 deg, tune ADF to 630.0 (QT NDB) and fly DR until signal is picked up, then fly towards the NDB. Waypoint reached over a town where a small river branches off to the East from a horseshoe shaped bend in a much larger river ¹				042	139.1	00+55
	To Fix 2: From waypoint turn right to 085 deg and fly DR for 18 min. Waypoint reached with ADF needed reads 311 deg to QT NDB				085	46.1	00+18
	To Fix 3: From waypoint turn right to 100 deg, tune ADF to 940.0 (MN NDB) and fly DR for approximately 16 min. Waypoint reached when RMI indicates 77 deg (signal received just prior to waypoint				100	41.5	00+16
	TO MN NDB: From waypoint turn left to 077 deg and fly direct to NDB				077	72.9	00+29
	To Fix 4: At station crossing turn right to 093 deg, tune ADF to 390.0 (DN NDB), and fly toward NDB. After 10 min, maintain course DR and tune ADF to 345.0 (X NDB). Waypoint reached when ADF needle indicates 167deg				093	35.7	00+15
	To X NDB: From waypoint turn right to 167 deg and fly direct to the NDB. Prepare for a short final				167	3.7	00+02
	Approach: At station crossing turn right to 209 deg and land runway 21				209	.6	00+01
	Land runway: 21		Length: 8,413 ft	Width: 164 ft	Surface: Asphalt		
1066-05-03	Arrival Airport Elev: 403 ft		Estimated totals for this flight>>>			448nm	02+29

Fix 1 position N 58 33 91, E 050 01 06

¹ When I test flew the charter I couldn't see the small river, so you might have to rely on de'd reckoning (Tim)

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Leg 4 – Perm to Roschino

Congratulations – we are now in Asia, having crossed the Ural Mountains (or to be precise, flown through a very large gap in them). Yekaterinburg, passed over about midway through this flight, was founded in 1702 as a mining settlement, and became a major industrial city which expanded greatly during WWII. It is better known as the place where the Russian Royal family were slaughtered in July 1918 (between 1924 and 1991 the city was named Sverdlovsk, after one of the killers). There are a number of good museums – Case 13 in the Military History Museum contains fragments of Gary Power's U2 spy plane.

From – To	<u>Flight Description.</u>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy – 21	Init. Hdg: 114 deg.	Init. Alt: 5,500 ft	Apt Elev: 403 ft			
Perm (USPP) Russia To Roschino (USTR) Russia	Departure: Prior to departure, tune ADF to 705.0 (BK NDB). Upon takeoff, begin climb to 5,500 ft and fly direct to NDB				212	3.7	00+02
	Enroute:						
	To KT NDB: At station crossing turn left to 114 deg, tune ADF to 672.0 and fly direct to NDB				114	22.4	00+10
	To EL NDB: At station crossing turn left to 100 deg, tune ADF to 786.0 and fly DR until signal is picked up, then fly direct to NDB				100	147.2	00+58
	To Fix 1: At station crossing turn left to 068 deg. Mark the time! Tune ADF to 315.0 (QF NDB) and fly DR until signal is picked up, then fly towards the NDB. 45 min from EL NDB tune ADF to 650.0 (R NDB). Waypoint reached when signal picked up				068	131.9	00+52
	To EL NDB: When signal is picked up turn right and fly direct to NDB				075	19.2	00+08
	Approach: Prepare for short final. At station crossing, turn left to 034 deg to land runway 3				034	0.6	00+01
	Land runway: 3		Length: 9,466 ft	Width: 148 ft	Surface: Concrete		
1066-05-04	Arrival Airport Elev: 377 ft		Estimated totals for this flight>>>			325nm	02+11

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Leg 5 – Roschino – Omsk

Somewhere between Yekaterinburg and here we crossed into Siberia. Omsk was founded as a Cossack outpost and progressed to being a dumping ground for exiles. There are some nice parks and Dostoyevsky wrote “Buried Alive in Siberia” here. Enough said.

From – To	<u>Flight Description.</u>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy – 21	Init. Hdg: 102 deg.	Init. Alt: 5,500 ft	Apt Elev: 377 ft			
Roschino (USTR) Russia To To Omsk (UNOO) Russia	Departure: Prior to departure, tune ADF to 315.0 (QF NDB). Upon takeoff, begin climb to 5,500 ft and fly direct to NDB				034	3.8	00+02
	Enroute: To OL NDB: At station crossing turn right to 102 deg, tune ADF to 615.0 and fly DR until signal is picked up, then fly direct to NDB				102	148.3	01+00
	To LF NDB: At station crossing turn left to 090 deg, tune ADF to 520.0 and fly DR until signal is picked up, then fly direct to NDB				090	127.5	00+50
	To Fix 1: At station crossing turn right to 145 deg. When established on course, tune ADF to 332.0 (TK NDB) and fly DR until RMI indicates 223 deg				145	40.0	00+16
	Approach: To TK NDB: Turn right to 233 deg and fly direct to NDB				233	6.0	00+03
	Prepare for short final. At waypoint turn right to 246 deg to land runway 25				246	2.7	00+01
	Land runway: 25	Length: 8,240 ft	Width: 148 ft	Surface: Asphalt			
1066-05-05	Arrival Airport Elev: 312 ft		Estimated totals for this flight>>>			328nm	02+12

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Leg 6 – Omsk – Novosibirsk

Founded in 1893 as a railway station, Novonikolaevsk (renamed Novosibirsk in 1925) prospered from being between the coal fields of eastern Siberia and the mineral mines of the Urals. There is a fine Opera House and Ballet Theatre, and some beautiful churches. It's also said to be the best place in Siberia for eating out – try Planet Sushi, Fei Lun, the Balkan Grill or the Mexico Kafe.

From – To	<u>Flight Description.</u>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy – 25	Initial Heading: 078 deg	Init. Alt: 5,500 ft	Apt Elev: 312 ft			
Omsk (UNOO) Russia To Novosibirsk (UNNT) Russia	Departure: Prior to departure tune ADF to 332.0 (TK NDB). Upon take-off make a right turn to 078deg, begin climb to 5,500 and fly direct to NDB				078	8.7	00+04
	Enroute: TO SZ NDB: At station crossing adjust course to 072 deg, tune ADF to 965.0 and fly DR until signal is picked up, then fly direct to NDB				072	169.9	01+04
	To RO NDB: At station crossing turn right to 088 deg, tune ADF to 310.0 and fly DR until signal is picked up, then fly direct to NDB				088	147.1	00+55
	Approach: To Tolmachevo airfield: At station crossing turn left to 073 deg to land runway 7				073	2.1	00+01
	Land runway: 7		Length: 11,661 ft	Width: 197 ft	Surface: Asphalt		
1066-05-06	Arrival Airport Elev: 364 ft		Estimated totals for this flight>>>			323nm	02+02

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Leg 7 – Novosibirsk – Krasnoyarsk

Another Cossack settlement, which became a gold “boomtown” in the 19th century, and a major industrial centre in WWII. The painter Vasily Surikov lived here, and his home is now the Surikov Museum-Estate. The Krasnoyarsk Regional Museum is easy to find – it’s probably the only building in Siberia which looks like an ancient Egyptian Temple.

From – To	<u>Flight Description.</u>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy: 7	Initial Heading: 051 deg	Init. Alt: 5,500 ft	Apt Elev: 364 ft			
Novosibirsk (UNNT) Russia To Krasnoyarsk (UNKL) Russia	Departure: Prior to departure tune ADF to 860.0 (PG NDB). Once clear of runway turn left to 051 deg, begin climb to 5,500 ft and fly direct to NDB				051	10.6	00+05
	Enroute: To TX NDB: At station crossing turn left to 036 deg, tune ADF to 380.0 and fly DR until signal is picked up, then fly direct to NDB				036	107.5	00+41
	To CZ NDB: At station crossing turn right to 083 deg, tune ADF to 420.0 and fly DR until signal is picked up, then fly direct to NDB				083	181.4	01+05
	To AJ NDB: At station adjust course to 088 deg, tune ADF to 334.0 and fly direct to NDB				088	60.1	00+24
	Approach: To Krasnoyarsk airport: At station crossing turn right to 109 degrees to land runway 11R ²				109	2.2	00+01
	Land runway: 11R		Length: 12,193 ft	Width: 197 ft	Surface: Asphalt		
1066-05-07	Arrival Airport Elev: 941 ft		Estimated totals for this flight>>>			362nm	02+16

² Runway 11L appears to be at an entirely different airport!

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Leg 8 – Krasnoyarsk – Irkutsk

Another former Cossack settlement, which acquired aristocratic exiles (the Decembrists) in 1844, and hit gold in 1880, Irkutsk became known as “The Paris of Siberia”. Although a modern technology-based city, Irkutsk has many cultural reminders of it’s past and it’s Chinese and Mongolian neighbours.

To the east is Lake Baikal, the world’s deepest lake (1637m) with 1/5th of the world’s fresh water, more than all of the North American “Great Lakes”.

From – To	<u>Flight Description.</u>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy: 11R	Initial Heading: 084 deg	Init. Alt: 5,500 ft	Apt Elev: 941 ft			
Krasnoyarsk (UNKL) Russia To Irkutsk (UIII) Russia	Departure: Prior to departure tune ADF to 685.0 (B NDB). Upon take-off, begin climb to 5,500 ft and fly direct to NDB .				107	2.4	00+01
	Enroute: To Fix 1: At station crossing turn left to 084 deg and tune NAV 1 to 112.70 and set the OBS to 122 deg. Fly DR for approximately 40 min. Waypoint reached (if you're on course) just before a small airfield (Z26B), and the OBS needle centres To NVD VOR: From waypoint turn right to 122 deg, and fly direct to VOR To CN NDB: At station crossing adjust course to 130 deg, tune ADF to 514.0 and outbound 130 deg from VOR until signal is picked up, then fly direct to NDB				084 122	103.1 141.4	00+40 00+51
					130	233.6	01+29
	Approach: At station crossing turn left to 116 deg to land runway 12				116	2.0	00+01
	Land runway: 12				Length: 8,969 ft	Width: 148 ft	Surface: Concrete
1066-05-08	Arrival Airport Elev: 1673 ft		Estimated totals for this flight>>>		.	493nm	03+02

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Leg 9 – Irkutsh – Chita

This is quite a scenic run, so pick a good day for it! The original railway line ran along the South bank of the Angara River to Port Baikal on Lake Baikal, where trains were loaded onto a ferry boat for Mysovaya, where they were unloaded and continued via the Selenga valley to Ulan-Ude, but winter ice and summer storms made the lake crossing impractical. During the Russo-Japanese War they even built a line across the lake on the ice (the first train is probably still on the bottom of Lake Baikal). A new line, the Circumbaikal, known as “the Tsar’s Silver Necklace” was eventually made around the south end of the lake – feat of engineering involving over 200 bridges and several dozen tunnels. In the 1950’s the Angara was dammed near the lake - the line to Port Baikal was destroyed and a new line was built direct from Irkutsk to connect with the Circumbaikal line at the southwest end of Lake Baikal.

Our route follows the full Circumbaikal line. The fixes are quoted for convenience – just fly down the Angara River to Lake Baikal, then turn right and follow the coastline around the southern edge of the lake to the mouth of the Selenga River, then fly upstream.

From – To	Flight Description.				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy: 30R	Initial Heading: 296 deg	Init. Alt: 7,500 ft	Apt Elev: 1,673 ft			
Irkutsk (UIII) Russia To Chita (UIAA) Russia	Departure: Prior to departure, tune ADF to 349.0 (ZD NDB). To Fix 2: Upon take-off, turn right to 152 deg and begin climb to 7,500 ft. Follow down the length of the lake in front of you. Waypoint reached when you reach the much bigger lake, Lake Baikal, after approximately 13 min				296	28.5	00+13
	Enroute: To Fix 6: From waypoint (if you want to follow the route of the railroad), turn right and follow the shoreline of Lake Baikal to the Southwest, then up the Western shore until you reach the delta after approximately 63 min. (Those in a hurry may fly direct to Fix 6 by turning left to 78 deg from Fix 2) To ZD NDB: At station crossing turn right to 117 deg, tune ADF to 349.0 and fly direct to NDB To Fix 7: At station crossing continue course of 117 deg DR for approximately 31 min. Tune ADF to 320.0 GR NDB). Waypoint reached when RMI indicated 015 deg – you should be over a long shallow valley with a small river running its length				Various 117	163.8 48.1	00+63 00+18
	To ZM NDB: From waypoint turn left to 076 deg, tune ADF to 518.0 DR until signal is picked up, then fly direct to NDB				117	81.3	00+31
					076	142.8	00+55
	Approach: To Kadala airport: At station crossing turn right to 107 deg to land runway 11L				107	3.7	00+02
	Land runway: 11L				Length: 5,905 ft	Width: 246 ft	Surface: Grass
1066-05-09	Arrival Airport Elev: 2270 ft		Estimated totals for this flight>>>		.	468nm	03+01

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Leg 10 – Chita to Blagoyeschensk

This is a long flight with very few navigation aids.

This is the longest leg – make sure the comrade stewardess has filled the samovar properly.

Blagoveschensk isn't actually on the Trans-Siberian main line, which passes a few miles to the north, but the we'll stop here anyhow for at least a comfort break. It's a border town, and the administrative capital of Amur Oblast.

From – To	Flight Description.				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy: 11L	Initial Heading: 108 deg	Init. Alt: 7,500 ft	Apt Elev: 2,270 ft			
Chita (UIAA) Russia To Blagoveschensk (UHBB) Russia	Departure: To Fix 1: Prior to departure tune ADF to 518.0 (ZM NDB). Upon take-off, begin climb to 7,500 ft and intercept the 260deg radial from ZM				109	3.5	00+02
	Enroute: To Fix 2: Continue to follow the 260 deg radial. You will probably need to continuously change course a little to stay on track				085	115.2	00+45
	To Fix 3: When you loose the NDB make sure your course is 085 deg. Waypoint reached when you reach a large river				085	105.6	00+40
	To BM NDB: Turn left and continue to follow the twists and turns of the river until you pick up the NDB, then fly direct to NDB					414.7	02+38
	Approach: Ignatyev airport is located at the confluence of the river you are following and a similar sized river that you will see on your left. To Ignatyev airport: At station crossing turn right to 180 deg to land runway 18				180	2.3	00+01
	Land runway: 18		Length: 9,318 ft	Width: 148 ft	Surface: Concrete		
1066-05-10	Arrival Airport Elev: 640 ft		Estimated totals for this flight>>>			641nm	04+06

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Leg 11 – Blagoveschensk – Khabarovs

Another modern city (founded 1858 as a garrison, fur-trading outpost and river crossing). Fighting broke out here between the Russians and the Chinese as recently as 1969, but things have calmed down to the stage where there is considerable cross-border trade. It has something of the air of a coastal resort, and there are also lots of Japanese tourists. Don't miss the Museum of History of the Far Eastern Railway, or the other museums.

From – To	Flight Description.				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy: 18	Initial Heading: 360 deg	Init. Alt: 5,500 ft	Apt Elev: 640 ft			
Blagoveschensk (UHBB) Russia To Khabarovs (UHHH) Russia	Departure: Prior to departure tune ADF to 350.0 (BM NDB). Upon take-off, make a right turn to 013 deg, begin climb to 5,500 ft and fly direct to NDB				013	3.8	00+02
	Enroute:						
	To WZ NDB: At station crossing turn right to 080 deg, tune ADF to 460.0 and fly direct to NDB				080	26.1	00+11
	To FE NDB: At station crossing turn right to 122 deg, tune ADF to 942.0 and fly direct to NDB				122	225.8	01+29
	To MR NDB: At station crossing turn right to 142 deg, tune ADF to 305.0 and fly direct to NDB				142	59.3	00+23
	To Fix 02: At station crossing continue on 142 deg, tune ADF to 950.0 and fly until RMI reads 076 deg				142	14.4	00+06
	To U NDB: At station crossing turn left to 076 deg, and fly direct to NDB. Prepare for very short final (.6nm)				110	23.2	00+10
					076	13.3	00+06
	Approach:						
	To Novy airport: At station crossing turn left to 061 deg to land 5R				061	.6	00+01
	Land runway: 5R	Length: 13,614 ft	Width: 197 ft	Surface: Concrete			
1066-05-11	Arrival Airport Elev: 246 ft		Estimated totals for this flight>>>			348nm	02+19

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Leg 12 – Khabarovs – Vladavostok

Vladivostok (Lord of the East) was founded in 1860, and became a naval base in 1872. The city is built on an assortment of hills, peninsulas, and Islands, and the harbour, which resembles that of Istanbul, is called Golden Horn Bay (Bukhta Zolotoy Rog). In the early 20th century it was a flourishing merchant port with a polyglot population, much resembling Hong Kong. After the fall of Port Arthur, Vladivostok's naval importance increased. After the revolution, most of the foreign inhabitants were deported or shot. Security was progressively tightened until between 1958-1992 the city was closed to all foreigners (and most Russians). It is now rapidly regaining it's old flavour. If you were too busy during the approach to have a good look at Golden Horn Bay, take the funicular railway to the top of ulitsa Sukhanova. Don't miss the Vladivostok Fortress Museum, where they fire a noonday gun (sorry I forgot to tell you they do the same thing at St Petersburg and Moscow). There are also harbour tours, and museums, and...

From – To	<u>Flight Description.</u>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	"Allocated runways and related information may change when flying online or using Real Weather"						
	Dep. Rwy: 5R	Initial Heading: 234 deg	Init. Alt: 5,500 ft	Apt Elev: 246 ft			
Khabarovs (UHHH) Russia To Vladavostok (UHWW) Russia	Departure: Prior to departure tune ADF to 394.0 (IJ NDB). Upon departure make a right turn to 222 deg begin climb to 5,500 ft and fly DR until signal is picked up, then fly direct to NDB				222	51.9	00+22
	Enroute: To TD NDB: At station crossing turn left to 186 deg, tune ADF to 325.0 and fly DR until signal is picked up, then fly direct to NDB				186	119.5	00+47
	To BG NDB: At station crossing turn right to 221 deg, tune ADF to 920.0 and fly DR until signal is picked up, then fly direct to NDB				221	138.6	00+55
	To KW NDB: At station crossing turn right to 248 deg, tune ADF to 400.0 and fly direct to NDB				248	32.6	00+13
	Approach: To Knevichi airport: At station crossing turn right to 250 deg to land runway 25L				250	7.8	00+03
	Land runway: 25L		Length: 8,638 ft	Width: 197 ft	Surface: Asphalt		
1066-05-12	Arrival Airport Elev: 43 ft		Estimated totals for this flight>>>			365nm	02+26

Acknowledgement:- Travelogue info taken from Lonely Planet's "Trans-Siberian Railway" (ISBN 1 86450 335 1)