

## The Western Isles of Scotland



*Barra  
EGPR*



Welcome to the Outer Hebrides. This charter starts at Glasgow and takes you on a full tour around my part of the world.

This charter is enhanced tremendously if you have any sort of terrain enhancement which includes this area. Scotland tends to look like rolling hills otherwise and the Outer Hebrides in particular tend to look rather flat without it. I also recommend using real weather for this charter. In the winter our weather can be rather interesting. Bearing the brunt of the Atlantic weather, high winds, driven rain and poor visibility are par for the course and you should seriously consider grounding your plane rather than fly if the weather is bad. It's certainly not for the novice. Even in summer the weather is unpredictable and can change quickly. We have a saying "if you don't like the weather, wait 15 minutes".

The Sabbath is strictly observed in the Outer Hebrides so you should only fly flights Monday to Saturday. You will find that the airports are closed otherwise (unless a Saturday flight has to be cancelled due to bad weather, then the Saturday flight will run on the Sunday, understand?)

In reality, flights fly direct to Stornoway, Benbecula and Barra from Glasgow, Edinburgh and Inverness with Aberdeen expected to be added in the near future.

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DCA-1096

## The Western Isles of Scotland

FP's reviewed for **FSX** (Steam), **MSFS**, **P3D**, **XP12**

### <<< Special Remarks (with reference to original documents)>>>

- **FSX**, **MSFS**, **P3D**, **XP12**

#### **FSX users :**

GLG NDB (Glasgow) not available.

EGPR (Barra airport) is misplaced, carved into a hill, instead of the sandy beach at Traigh Mhor Bay. Download from **AVSIM** [alfs\\_uk\\_airfields\\_vol\\_27.zip](#) (Alf Denham, 14<sup>th</sup> March 2013), or from **Flightsim.com** [skara\\_scenery\\_barra\\_airport\\_v\\_2\\_0](#) (Flightsim Files, 2<sup>nd</sup> July 2012), and install it into your simulator. Flightplan is issued for the beach airport. Alternatively, you need to amend the flightplan to meet the misplaced airport.

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#### **MSFS users :**

GLG NDB (Glasgow) not available.

BFD NDB not available.

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#### **P3D5 users:**

GLG NDB (Glasgow) not available.

BFD NDB not available.

EGPR unusual runways headings vs. MSFS and XP12

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#### **XPlane users :**

GLG NDB (Glasgow) not available.

BFD NDB not available.

## The Western Isles of Scotland

### 1. GLASGOW TO INVERNESS – FSX, MSFS, P3D, XP12

This first flight takes you over the Cairngorm mountain range. On a good day it'll take you just over 3 hours to drive the route. Many is the time I have driven from Glasgow to Inverness and wished I could go by DC-3 instead. Inverness is the capital of the highlands. Many people of Scots descent in Canada, USA, Australia and New Zealand will originally come from the land over which you will fly from Inverness. Inverness was the departure point for most of the emigrants in north east of Scotland.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy: 05	Init. Hdg: 50/47/48/47°	Init. Alt: 5,000ft	Apt Elev: 26/23/26/20ft			
Glasgow (EGPF), UK.  To  Inverness (EGPE), UK.	<b>Departure:</b> Before take off, tune Nav 1 to PTH VOR/DME (110.40) and set OBS to 050/047/048/047°. Set altimeter. After take off, continue on runway heading and start climb to 5,000ft.						
	<b>Enroute:</b> <i>To PTH VOR/DME.</i> When crossing 1,000ft, amend heading to 050/047/048° and fly to PTH VOR.....				050/047 048/047	49.0	
	<i>To Fix 01.</i> Overhead PTH, turn left to 346/343/344°. Tune Nav1 to INS VOR/DME (109.20) and track INS inbound radial 346/343/344. Climb to 6,000ft.....				346/343 344/343	64.0	
	<i>To Fix 02.</i> When DME reads 6.0nm, turn right to 054/051°.....				054/051	10.8	
	<b>Approach:</b> <i>To Fix 03.</i> When INS DME reads 10.2nm, turn left to 324/322/322/321°. Tune NAV1 to ILS IDX (108.50). Maintain heading 324/322/321 for 2 to 3 minutes until catching the ILS.....  <i>To runway.</i> turn left to 234°. Once established on the ILS, center on the glidepath. Keep on track and descend at pilot's discretion for a visual approach to runway 23,(runway heading 234/232/231°).....				324/322 322/321  234/232 232/231	5.7  8.3	
Land: Inverness Rwy 23		Length: 6,670/6,186/6,157/6,175ft	Width: 150/145/150/151ft	Surface: Asphalt			
Flight No: 1096-01-01-FMPX	Arrival Airport Elev: 31/27/31/27ft				Estimated totals for this flight>>>		132.0nm

## The Western Isles of Scotland

### 2. INVERNESS TO STORNOWAY – FSX

The western isles have no big department stores, the total population from “the Butt to Barra”, as we say, being less than 30,000 (“The Butt” is the Butt of Lewis at the northern tip where there exists only a lighthouse and a navigation beacon BL 289.0). The islands are self-sufficient in few things; wind, water (rain), fish and sheep, so almost everything else has to be imported – either by ferry (Caledonian McBrayne, usually called CalMac) or by air.

Take off from Inverness and the flight takes you to the “Great Glen”. The long loch below you is Loch Ness, look out for Nessie. You turn towards the Isle of Skye, one of the most picturesque places in all Scotland and Glengarry and the 5 sisters mountains en-route are some of the most spectacular scenery in the world forming the backdrops of almost every postcard of the highlands. Each season has its own unique look – one visit is just not enough.

Stornoway is the capital town of the Outer Hebrides. The people are extremely friendly and you will be made to feel most welcome. Look out for the occasional ocean liner in the harbour. The vast moorlands of Lewis will soon become home to nearly 200 five hundred foot tall wind turbines which, when complete will be the biggest wind farm in the world.

The Airport is on the site of an old RAF base. During WWII it was primarily used as a Catalina base to hunt U-Boats. It's so exposed that the Atlantic winds are often very strong. (As Mark “Splash” Beaumont puts it, “when you land, raise the flaps, release the brake and let the wind blow you back to the threshold for take off”). Approach is over water so no visual clues in bad weather.

From – To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				<b>Course (Leg) Deg</b>	<b>Distance (Leg) nm</b>	
	<b>Dep. Rwy: 23</b>	<b>Init. Hdg: 234°</b>	<b>Init. Alt: 4,000ft</b>	<b>Apt Elev: 31ft</b>			
Inverness (EGPE), UK.  To  Stornoway (EGPO), UK.	<b>Departure:</b> Before take off, tune ADF to BFD NDB (390.0). Set altimeter.						
	<b>Enroute:</b> <i>To Fix 01.</i> After take off, continue on runway heading and start climb to 4,000ft. Waypoint reached 4 to 5 minutes after take off..... <i>To BFD NDB.</i> Turn right to 262°. When NDB (range 38nm) is received, fly to the NDB..... Tune NAV1 to STN VOR/DME (115.10) and OBS to IB 354 radial. <i>To Fix 02.</i> Overhead BFD, turn right to 354° and fly STN IB 354 radial..... <i>To Fix 03.</i> When STN DME reads 11.6nm, turn left to 320°..... After 3 minutes, re-tune NAV1 to SOY ILS (110.90)				234 262  354 320	9.8 52.0  47.0 9.0	
	<b>Approach:</b> <i>To runway.</i> When needle centers, turn right to 000°, catch SOY ILS. Once established on the ILS, center on the glidepath. Keep on track and continue descent for a visual approach to runway 36,(runway heading 0°).....				360	5.0	
	Land: Stornoway Rwy 36	Length: 7,185ft	Width: 151ft	Surface: Asphalt			
<b>Flight No: 1096-01-02-F</b>	<b>Arrival Airport Elev: 26ft</b>				<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>123.0nm</b>

## The Western Isles of Scotland

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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	
	Dep. Rwy: 23	Init. Hdg: 232°	Init. Alt: 4,000ft	Apt Elev: 27ft			
Inverness (EGPE), UK.  To  Stornoway (EGPO), UK.	<b>Departure:</b> Before take off, tune NAV1 to STN VOR/DME (115.10) and OBS to IB 352 radial. Set altimeter.						
	<b>Enroute:</b> <i>To Fix 01.</i> After take off, continue on runway heading and start climb to 4,000ft. Waypoint reached 4 to 5 minutes after take off.....				232	9.6	
	<i>To XBRO Airstrip.</i> Turn right to 260°. When NDB (range 38nm) is received, fly to the airstrip...				260	52.0	
	<i>To Fix 02.</i> Overhead XBRO, turn right to 352° and fly STN IB 352 radial.....				352	47.0	
	<i>To Fix 03.</i> When STN DME reads 11.6nm, turn left to 318°..... After 3 minutes, re-tune NAV1 to SOY ILS (110.90)				318	9.0	
	<b>Approach:</b> <i>To runway.</i> When needle centers, turn right to 357°, catch SOY ILS. Once established on the ILS, center on the glidepath. Keep on track and continue descent for a visual approach to runway 36,(runway heading 357°).....				357	5.0	
	Land: Stornoway Rwy 36		Length: 7,579ft	Width: 139ft	Surface: Asphalt		
<b>Flight No:</b> <b>1096-01-02-M</b>	<b>Arrival Airport Elev: 19ft</b> <b>Estimated totals for this flight&gt;&gt;&gt;</b>					<b>123.0nm</b>	

## The Western Isles of Scotland

### 2. INVERNESS TO STORNOWAY- P3D, XP12

The western isles have no big department stores, the total population from “the Butt to Barra”, as we say, being less than 30,000 (“The Butt” is the Butt of Lewis at the northern tip where there exists only a lighthouse and a navigation beacon BL 289.0). The islands are self-sufficient in few things; wind, water (rain), fish and sheep, so almost everything else has to be imported – either by ferry (Caledonian McBrayne, usually called CalMac) or by air.

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From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm		
	Dep. Rwy: 23	Init. Hdg: 232/231°	Init. Alt: 4,000ft	Apt Elev: 31/27ft				
Inverness (EGPE), UK.  To  Stornoway (EGPO), UK.	Departure: Before take off, tune NAV1 to STN VOR/DME (115.10) and OBS to IB 352/351 radial. Set altimeter.							
	Enroute: To Fix 01. After take off, continue on runway heading and start climb to 4,000ft. Waypoint reached 4 to 5 minutes after take off.....				232/231	9.6		
	To EGEI Airport. Turn right to 260/259°. Fly towards the airport.....				260/259	52.0		
	To Fix 02. Overhead EGEI, turn right to 352/351° and fly STN IB 352/351 radial.....				352/351	47.0		
	To Fix 03. When STN DME reads 11.6nm, turn left to 318/317°..... After 3 minutes, re-tune NAV1 to SOY ILS (110.90)				318/317	9.1		
	Approach: To runway. When needle centers, turn right to 358/357°, catch SOY ILS. Once established on the ILS, center on the glidepath. Keep on track and continue descent for a visual approach to runway 36,(runway heading 358/357°).....				358/357	4.9		
	Land: Stornoway Rwy 36	Length: 7,579/7,592ft	Width: 139/151ft	Surface: Asphalt				
Flight No: 1096-01-02-PX	Arrival Airport Elev: 19/21ft				Estimated totals for this flight>>>		123.0nm	

## The Western Isles of Scotland

### 3. STORNOWAY TO BENBECULA – FSX, MSFS, P3D, XP12

As you head south from Stornoway the land rises to some impressive minor mountains. The tallest is Clisham and the mountainous part of the island is quite different geologically from the north of the island and is called Harris is well known for it's lunar type landscapes and gorgeous white sandy beaches. Crossing the narrow gap as you head toward Benbecula takes an hour in a ferry to avoid rocks just below the surface of the shallow waters.

The island chain of North Uist, Benbecula and South Uist are all linked by causeways. Benbecula is an old Air Force base and the small town of Balvanich still has the appearance of the military base it once was. Approach the runway from the East, especially when the Royal Navy is making use of the live weapons firing range to the West of the island.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy: 36	Init. Hdg: 001/357/358/357°	Init. Alt: 4,000ft	Apt Elev: 26/19/26/21ft			
Stornoway (EGPO), UK.  To  Benbecula (EGPL), UK	<b>Departure:</b> Before take off, tune NAV1 to STN VOR/DME (115.10) and set OBS to OB 321 radial. Set altimeter.						
	<b>Enroute:</b> <i>To Fix 01.</i> After take off, continue on runway heading and start climb to 4,000ft. Waypoint reached +/- 2 minutes after take off, when VOR needle centers and DME reads 7.1nm.....				001/357 358/357	4.4	
	<i>To Fix 02.</i> Turn left to 294/291°. Waypoint reached +/- 2 minutes, when DME reads 10.4nm....				294/291	3.6	
	<i>To Fix 03.</i> Turn left to 217/214/213°. Tune NAV1 to BEN VOR/DME (113.95), set OBS to 217/214/213 IB radial, maintain heading and fly towards BEN VOR. Waypoint reached when BEN DME reads 9nm.....				217/214 214/213	49	
	<i>To Fix 04.</i> Turn left to 189/186/185° and reset OBS to 241°. Maintain 189/186/185° for +/- 2 minutes, until needle centers, reaching the waypoint.....				189/186 186/185	4.7	
	<b>Approach:</b> <i>To runway.</i> Turn right to 242/239/238°. Keep on track and continue descent for a visual approach to runway 24,(runway heading 242/239/238°), no ILS				242/239 239/238	5.1/5.2	
Flight No: 1096-01-03-FMPX	Land: Benbecula Rwy 24	Length: 6,011/6,022/6,009/6,001ft	Width: 151/132/151/ft	Surface: Asphalt	Arrival Airport Elev: 19/15/19ft  Estimated totals for this flight>>>		
						66/67nm	



## The Western Isles of Scotland

### 4. BENBECULA TO BARRA – FSX (addon airport installed)

Barra is the only airport in the world which has it's arrival and departure times subject to the ebb and flow of the tide opened in 1936 and served for many years by trusty DC-3s I hear. Now, only Twin Otters land here, until 2006 when the British government orders their phasing out.

The runway is on a particularly large white sandy beach and makes for an interesting landing. I would suggest parking your plane well away from the shore if you are planning to stop for more than an hour or two. It is recommended that the landing zone be overflowed first to check the condition of the sand. Land in a soft, wet spot and you'll lose a wheel. And look out for seals on the runway.

The postbus, which collects mail from the aircraft, will give passengers a lift to Castlebay.

Navy is making use of the live weapons firing range to the West of the island.

From – To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy: 06	Init. Hdg: 062°	Init. Alt: 2,000ft	Apt Elev: 19ft			
Benbecula (EGPL), UK.  To  Barra (EGPR), UK.	<b>Departure:</b> Before take off, tune NAV1 to BEN VOR/DME (113.95). Tune ADF to BRR NDB (316.0). Set altimeter. Take off runway 06 and start climb to 2,000ft.						
	<b>Enroute:</b> <i>To Fix 01.</i> After take off, continue on runway heading on climb to 2,000ft. Waypoint reached +/- 2 to 3 minutes after take off, when BEN DME reads 4.4nm.....				062	5.1	
	<i>To BRR NDB.</i> Turn right to 198°. Fly direct to NDB.....				198	30.0	
	<i>To Fix 02.</i> Turn left to 115° and fly +/- 2 minutes to Healasaigh island southern shore.....				115	3.2	
	<i>To Fix 03.</i> Turn left to 075° and fly +/- 2 minutes.....				075	4.0	
	<i>To Fix 04.</i> Turn left to 345° and fly +/- 1 minute.....				345	2.0	
	<b>Approach:</b> <i>To runway.</i> Turn left to 255° and fly towards BRR NDB. When passing between Barra and Orasaigh islands, you should see, slightly at your left, the runway (heading +/- 252°). Proceed to the runway.....				255	6.0	
	Land: Barra Rwy 25	Length: 2,621ft	Width: 197ft	Surface: Sand			
<b>Flight No: 1096-01-04-F</b>	<b>Arrival Airport Elev: 0ft</b>				<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>50.0nm</b>



## The Western Isles of Scotland

### 4. BENBECULA TO BARRA – MSFS, XP12

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	Dep. Rwy: 06	Init. Hdg: 059/058°	Init. Alt: 2,000ft	Apt Elev: 15ft			
Benbecula (EGPL), UK.  To  Barra (EGPR), UK.	<b>Departure:</b> Before take off, tune NAV1 to BEN VOR/DME (113.95). Tune ADF to BRR NDB (316.0). Set altimeter. Take off runway 06 and start climb to 2,000ft.						
	<b>Enroute:</b> <i>To Fix 01.</i> After take off, continue on runway heading on climb to 2,000ft. Waypoint reached +/- 2 minutes after take off, when BEN DME reads 4.3nm.....				059/058	5.0	
	<i>To BRR NDB.</i> Turn right to 195°. Fly direct to NDB.....				195	30.0	
	<i>To Fix 02.</i> Turn left to 115° and fly +/- 2 minutes to Healasaigh island southern shore.....				112	3.2	
	<i>To Fix 03.</i> Turn left to 072/071° and fly for +/- 2 minutes.....				072/071	4.0	
	<i>To Fix 04.</i> Turn left to 342° and fly +/- 1 minute.....				342	2.0	
	<b>Approach:</b> <i>To runway.</i> Turn left to 252° and fly towards BRR NDB. When overhead Orasaigh island northern shore, you should see the runway (heading 255/249°). Proceed to the runway.....				252	6.0	
	Land: Barra Rwy 25	Length: 2,621/2,675ft	Width: 197ft	Surface: Sand			
Flight No: 1096-01-04-MX	Arrival Airport Elev: 0ft				Estimated totals for this flight>>>		50.0nm

## The Western Isles of Scotland

### 4. BENBECULA TO BARRA – P3D

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	<b>Enroute:</b> <i>To Fix 01.</i> After take off, continue on runway heading on climb to 2,000ft. Waypoint reached +/- 2 minutes after take off, when BEN DME reads 4.3nm.....				059	5.0	
	<i>To BRR NDB.</i> Turn right to 195°. Fly direct to NDB.....				195	30.0	
	<i>To Fix 02.</i> Turn left to 115° and fly +/- 2 minutes to Healasaigh island southern shore.....				112	3.2	
	<i>To Fix 03.</i> Turn left to 72° and fly for +/- 2 minutes.....				072	4.0	
	<i>To Fix 04.</i> Turn left to 342° and fly +/- 1 minute.....				342	2.0	
	<b>Approach:</b> <i>To runway.</i> Turn left to 253° and fly towards BRR NDB. As soon as the runway is in sight (runway heading 234°), amend heading accordingly and complete descent to the runway.....				253	6.0	
	Land: Barra Rwy 25	Length: 2,621ft	Width: 97ft	Surface: Sand			
<b>Flight No: 1096-01-04-P</b>	<b>Arrival Airport Elev: 0ft</b>				<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>50.0nm</b>

## The Western Isles of Scotland

### 5. BARRA TO GLASGOW – FSX (addon airport installed)

There are 2 flights per day scheduled to Barra though they are subject to the tides. This means that in reality there is only one. From 2006, this is likely to be axed too when the Twin Otter is phased out for good. Currently, there are no scheduled helicopter flights to Barra and no other charters so let's hope DCA can keep the remote islands linked to the rest of the continent.

Bid the Outer Hebrides Farewell and head back to Glasgow. An easy flight compared to the others and one that seems to take longer than it should.

You will reach the mainland at over Ardnamurchan, the most westerly point of the British mainland, a more remote and desolate looking place you are unlikely to ever see. Ahead and to your right is the Isle of Mull. Make a note to go there someday, a beautiful island where you will see whales, dolphins, seals and rare birds. The Isthmus halfway down the island is one of the few places where the Golden Eagle is actually common, myself having seen 8 at once soaring high there. Before reaching North Connell you will fly over the sea loch Lihne. At its head lies Ben Nevis, the tallest point in the UK. Once you turn to the Glasgow beacon you leave the wilds of the north and rejoin the more civilised world.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy: 07	Init. Hdg: 079°	Init. Alt: 5,000ft	Apt Elev: 19ft			
Barra (EGPR), UK.  To  Glasgow (EGPF), UK.	<b>Departure:</b> Before take off, tune ADF to BRR NDB (316.0), NAV1 to IOO ILS (110.10), NAV2 to TLA VOR/NDB (113.80) and OBS to 135°. Set altimeter. Take off runway 07 and start climb to 5,000ft.						
	<b>Enroute:</b> <i>To Fix 01.</i> After take off, turn to 079°. Waypoint is reached overhead the most northerly point of Orasaigh island.....				079	1.2	
	<i>To Fix 02.</i> Turn right to 137° and fly +/- 1 and half minutes (Flodaigh island).....				137	3.0	
	<i>To CNL NDB.</i> When ADF needle point to BRR ADF 302°, turn left to 122°. When signal fades out, re-tune ADF to CNL NDB (404.0) and fly to NDB.....				122	72.0	
	<i>To Fix 03.</i> Overhead CNL, turn right to 135° and fly towards TLA VOR. Waypoint reached when TLA DME reads 42nm, and NAV1 needle centers on IOO ILS glidepath.				134	48.0	
	<b>Approach:</b> <i>To runway.</i> Turn right to 231° and "ride" the ILS to the runway (runway heading 228°).....				231	6.8	
<b>Flight No:</b> <b>1096-01-05-F</b>	Land: Glasgow Rwy 23      Length: 8,724ft      Width: 151ft      Surface: Asphalt						
	<b>Arrival Airport Elev: 26ft</b>				<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>132.0nm</b>

## The Western Isles of Scotland

### 5. BARRA TO GLASGOW – MSFS, P3D, XP12

There are 2 flights per day scheduled to Barra though they are subject to the tides. This means that in reality there is only one. From 2006, this is likely to be axed too when the Twin Otter is phased out for good. Currently, there are no scheduled helicopter flights to Barra and no other charters so let's hope DCA can keep the remote islands linked to the rest of the continent.

Bid the Outer Hebrides Farewell and head back to Glasgow. An easy flight compared to the others and one that seems to take longer than it should.

You will reach the mainland at over Ardnamurchan, the most westerly point of the British mainland, a more remote and desolate looking place you are unlikely to ever see. Ahead and to your right is the Isle of Mull. Make a note to go there someday, a beautiful island where you will see whales, dolphins, seals and rare birds. The Isthmus halfway down the island is one of the few places where the Golden Eagle is actually common, myself having seen 8 at once soaring high there. Before reaching North Connell you will fly over the sea loch Lihne. At its head lies Ben Nevis, the tallest point in the UK. Once you turn to the Glasgow beacon you leave the wilds of the north and rejoin the more civilised world.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy: 07	Init. Hdg: 077/076/074°	Init. Alt: 5,000ft	Apt Elev: 0/5/4ft			
Barra (EGPR), UK.  To  Glasgow (EGPF), UK.	<b>Departure:</b> Before take off, tune ADF to BRR NDB (316.0), NAV1 to IOO ILS (110.10), NAV2 to TLA VOR/NDB (113.80) and OBS to 131°. Set altimeter. Take off runway 07 and start climb to 5,000ft.						
	<b>Enroute:</b> <i>To Fix 01.</i> After take off, turn to 077/076/074°. Waypoint is reached overhead the most northerly point of Orasaigh island.....				077/076 074	1.2	
	<i>To Fix 02.</i> Turn right to 134/135/134° and fly +/- 1 and half minutes (Flodaigh island).....				134/135	3.0	
	<i>To OBN NDB.</i> When ADF needle point to BRR ADF 299°, turn left to 119°. When signal fades out, re-tune ADF to OBN NDB (404.0) and fly to the NDB.....				119	72.0	
	<i>To Fix 03.</i> Overhead OBN, turn right to 131° and fly towards TLA VOR. Waypoint reached when TLA DME reads 42nm, and NAV1 needle centers on IOO ILS glidepath.....				131	48.0	
	<b>Approach:</b> <i>To runway.</i> Turn right to 228° and "ride" the ILS to the runway (runway heading 228°).....				228	6.8	
Land: Glasgow Rwy 23		Length: 8,716/8,717 /8,719ft	Width: 146/151/138ft	Surface: Asphalt			
<b>Flight No:</b> 1096-01-05-MPX	<b>Arrival Airport Elev:</b> 23/26/20ft				<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>131.0nm</b>