



### **DC-3 Airways World Rally 2011 – Flight three briefing.**

The third World Rally 2011 flight now moves to Montpellier, France, and will conclude at Saint Crepin, France. The distance is approximately 160nm's and will take approximately one hour and seven minutes to complete.

To begin the flight in FS9, from the Main Menu go to... Select a Flight / Choose a Category (My Saved Flights) / Choose a flight, and select WR2011-03.

To begin the flight in FSX, from the opening screen select Free Flights, and in the sub menu located above the aircraft image select ... Load / Title and select WR2011-03. To begin the flight when FSX is already open, click Flights/Load and in the Category window select My Saved Flights. In the Title window select WR2011-03 and click Fly Now.

You will be placed on the threshold of Rwy 13L at Montpellier in the default MS Douglas DC-3. You now have to change aircraft to your chosen DC-3 and prepare for flight. The minimum suggested fuel load is 150 US gallons (900 Lbs) .....

Departure is at early morning and the weather is light cloud with light wind of 10kts from 350deg. You are urged to make sure your E6-B is in your flight bag as there is some navigation by dead reckoning involved

Enjoy the flight.

## WR2011 – 03. Montpellier, France (LFMT) to Saint Crepin, France (LFNC)

**Warning!!** This flight was created using Microsoft Default Scenery. The use of add-on scenery may require an amendment to cruise heights on some flight sections.

The symbol  $\pm$  indicates an approximate course.

From – To		Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	<b>Dep. Rwy: 13L</b> <b>Init. Hdg: 127deg</b> <b>Init. Alt: 2,500ft</b> <b>Apt Elev: 16ft</b>			
Montpellier (LFMT) France	<b>Departure:</b> Tune ADF to FG NDB 339.0. Tune NAV1 to AZR VOR/DME 109.65. Set OBS to 283deg			
To	<b>To Waypoint 1 (FG NDB on Departure.pdf):</b> After take off commence climb to 2,500ft MSL. Direct to waypoint at FG NDB.....	127	3.1	00+02
Saint Crepin (LFNC) France	<b>En-route:</b>  <b>To Waypoint 2 (MAR NDB on En-Route 1.PDF):</b> Turn left to 096deg Magnetic and tune ADF to MAR NDB 383.0. Intercept 096deg bearing to station. Fly to waypoint MAR NDB.....	096	49.0	00+21
	<b>To Waypoint 3 (Fix 01 on En-Route 2.pdf):</b> Turn left to intercept and track the 055deg bearing Outbound from MAR NDB (Bearing to station = 235deg) Commence climb to 3,000ft MSL. Waypoint is at interception of AZR R-283 / 60.0 DME.....	055	39.5	00+16
	<b>To Waypoint 4 (Fix 02 on En-Route 2.PDF):</b> Turn left to 026deg Magnetic. Re-set OBS to 295deg. Re-tune ADF to GA NDB 297.0 in preparation for later use. Waypoint when overhead St Auban airfield (LFMX) at interception of AZR R-295 / 58.5 DME.....	026	12.3	00+05
	<b>To Waypoint 5 (Fix 03 on En-Route 3.PDF):</b> Turn left to 342deg Magnetic. Tune NAV1 to MTL VOR/DME 113.65 and set OBS to 113deg. Waypoint at interception of MTL R-113 / 51.4 DME.....	342	11.8	00+05
	<b>To Waypoint 6 (GA NDB 297.0 on En-Route 3.PDF):</b> Turn right to intercept 017degree bearing to station. Follow course of waterway to waypoint at GA NDB.....	017	8.3	00+03
	<b>To Waypoint 7 (Fix 04 on En-Route 4.PDF):</b> Turn right to 042deg Magnetic and commence climb to 3,500ft MSL. Set OBS to 099deg. Interception angle of R-099 is very acute therefore rely on DME for an accurate indication. Waypoint when directly overhead Tallard airfield (LFNA) at interception of MTL R-099 / 54.1 DME.....	042	5.8	00+02

**To Waypoint 8 (Fix 05 on En-Route 5.PDF):** Turn right to an initial heading of 083degs Magnetic, enter and follow the course of the valley ahead as it turns slightly to the left. Tune NAV1 to DGN VOR 113.85 and set the OBS to 013degs. When a small lake is observed ahead continue to the point where the lake diverges and be prepared to turn left to follow the left arm of the lake. Waypoint is at interception of DGN R-013.....

Init hdg 083	8.8	00+04
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**To Waypoint 9 (Fix 06 on En-Route 6.PDF):** Turn left to an initial heading of 060degs Magnetic and follow the course of the lake as it turns to the right. Commence climb to 4,000ft MSL. Tune NAV1 to TOP VOR/DME 114.50 and set OBS to 250degs. The signal possibly may not be immediately received. Slow to 120kts at end of climb. Waypoint is at interception of TOP R-250 / 63.0 DME and at the end of the lake where a valley may be seen heading off to the left. Rely on DME indication for an accurate identification of the waypoint.....

Init hdg 060	11.2	00+05
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**Approach.**

**To Waypoint 10 (Fix 08 on Approach.PDF):** Turn left to an initial heading of 035degs Magnetic and follow the course of the valley ahead. Look ahead and when considered safe to do so commence descent to 3,500ft MSL (Fix 07 on Approach.PDF). At end of descent **slow to 95kts and configure for landing**. Waypoint is when a high valley wall is observed directly ahead and a valley is observed leading off to the left where the runway may be seen towards the right side of the valley.....

Init hdg 035	9.3	00+05
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**To Runway (Approach.PDF):** When safe to do so turn left for a visual approach to land runway 34. Runway Hdg = 342.....

342	1.3	00+01
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<b>Land: Saint Crepin Rwy 34</b>	<b>Length: 2,853ft</b>	<b>Width: 98ft</b>	<b>Surface: Asphalt</b>
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<b>Flight: 03</b>	<b>Arrival Airport Elev: 2,962</b>	<b>Estimated totals for this flight &gt;&gt;&gt;</b>	<b>160nm</b>	<b>01+09</b>
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