

## The Western Isles of Scotland



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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### GLASGOW TO INVERNESS

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.

No ILS at Inverness so check weather at destination before take-off.

From - To	<b><u>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</u></b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 05	Init. Hdg - 54deg.	Init. Alt - 6000ft	Apt Elev.- 26ft.			
Glasgow (EGPF), UK.  To  Inverness (EGPE), UK.	To GLG NDB, 350.0. ....				54deg	5.3nm	00+03
	To PTH VOR, 110.40. ....				53deg	44.8nm	00+18
	To Fix 01. Tune Nav 1 to INS VOR, 109.20. When DME reads 25nm begin descent to 2,200ft at 300fpm. When DME reads 6.5nm turn right to 056deg ...				350deg	63.3nm	00+25
	To Fix 02. Heading 056 continue for 4 mins then ...				056deg	10.7nm	00+04
	To Fix 03. Turn left Heading 328 for 2 mins, turn left for visual final approach .....				328deg	5.1nm	00+02
	To runway heading 237deg ...				237deg	8.3nm	00+04
	Land Inverness Rwy 24. No ILS						
<b>Flight No. 1096-01-01</b>	<b>Arrival Airport Elev. – 29ft</b>		<b>Estimated totals for flight&gt;&gt;&gt;</b>			<b>137 nm</b>	<b>00+56</b>

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### INVERNESS TO STORNOWAY

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 over 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 sight 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”).

No ILS at Stornoway so check the weather before take off. Approach is over water so no visual clues in bad weather.

From - To	<b><u>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</u></b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 24	Init. Hdg – 238deg	Init. Alt – 4500ft	Apt Elev. – 29ft			
Inverness (EGPF), UK.  To  Stornoway (EGPO), UK.	Take off RWY 24, fly straight out for 4 mins climb to 4500ft.....				238deg	8.1nm	00+04
	To NDB BFD 390.0.....				266deg	53.6nm	00+22
	To Fix 02. Tune to NDB SAY 431.0 and Nav 1 to ISV DME, 110.9. After 7mins (or when DME reads 38nm) begin 300fpm descent to 1,200ft.....				354deg	42.4nm	00+21
	To Fix 03. Turn left 8nm before airport turn left for 2 mins.....				341deg	4.0nm	00+02
	Turn final visual approach Stornoway Rwy 36. No ILS.....				004deg	3.8nm	00+02
<b>Flight No. 1096-01-02</b>	<b>Arrival Airport Elev. – 26ft</b>		<b>Estimated totals for flight&gt;&gt;&gt;</b>			<b>121nm</b>	<b>00+51</b>

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### STORNOWAY TO BENBECULA

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	<b><u>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</u></b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 36	Init. Hdg - 4deg	Init. Alt - 4,500ft	Apt Elev. – 26ft			
Stornoway (EGPO), UK.  To  Benbecula (EGPL), UK.	To Fix 01. Take off Rwy 36 fly runway heading for 2 mins ... ..				004deg	5.0nm	00+02
	To Fix 02. Turn left to 298 for 1 min ... ..				298deg	3.6nm	00+02
	To Fix 03. Turn left to 221deg and intercept the 219deg radial to BEN VOR/DME, 113.95. Start descent to 1,500ft when the DME reads 33 nm ... ..				221deg	48.6nm	00+20
	To Fix 04. Turn left 9nm from BEN for 2 mins, reset OBS to 245deg ... ..				191deg	4.7nm	00+02
	Turn right visual approach. Land Rwy 24, no ILS ... ..				245deg	4.8nm	00+02
<b>Flight No. 1096-01-03</b>	<b>Arrival Airport Elev. – 19ft</b>		<b>Estimated totals for flight&gt;&gt;&gt;</b>			<b>67nm</b>	<b>00+28</b>

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### BENBECULA TO BARRA

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 overflown 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

From - To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 06	Init. Hdg - 65deg	Init. Alt - 2500ft	Apt Elev. - 19ft			
Benbecula (EGPL), UK.  To  Barra (EGPR), UK.	Depart Rwy 06 fly runway heading until 1,000ft ASL.....				065deg	4.6nm	00+02
	To NDB BRR 316.0.....				202deg	30.4nm	00+12
	To Fix 02. Overfly Airport, check sand condition. Turn left to 118deg, descend to 1,800ft and slow to 120kts. Waypoint reached after 1min 30sec .....				118deg	3.2nm	00+02
	Fly downwind leg for 2 mins.....				078deg	4.0nm	00+02
	Turn left base for 1 min.....				358deg	2.0nm	00+01
	Final approach, visual only, Rwy 26..... do not land too close to water due to sand condition				258deg	6.0nm	00+03
<b>Flight No. 1096-01-04</b>	<b>Arrival Airport Elev. - 0ft</b>		<b>Estimated totals for flight&gt;&gt;&gt;</b>			<b>50nm</b>	<b>00+22</b>

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### BARRA TO GLASGOW

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 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 it's 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	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy - 08	Init. Hdg - 78deg	Init. Alt - 6000ft	Apt Elev. - 0ft			
Barra (EGPR), UK.  To  Glasgow (EGPF), UK.	Depart Rwy 07 fly runway heading until 500ft ASL.....				078deg	2.7nm	00+01
	To NDB CNL 404.0.....				125deg	73.7nm	00+30
	To NDB GLG 350.0. Start 300 FPM descent to 1,100ft after turning to this leg.....				140deg	47.9nm	00+19
	Turn right final, Land Glasgow Rwy 23, ILS 110.10 ...				234deg	3.9nm	00+02
<b>Flight No. 1096-01-05</b>	<b>Arrival Airport Elev. - 26ft</b>		<b>Estimated totals for flight&gt;&gt;&gt;</b>			<b>128nm</b>	<b>00+53</b>

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