

10 days - Wild Islands of Australia

Day one, morning -Depart Bankstown in the morning in time to have lunch at Merimbula.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 11C – 07:30L	Init. Hdg: 150deg	Init. Alt: 3500ft	Apt Elev: 26ft			
Bankstown (YSBK), NSW, Australia To Merimbula (YMER), NSW, Australia	Departure. To Fix 02. After take off turn right Hdg 150deg and intercept the 195deg radial OB from SY VOR 112.10 (here we pick up the Low Altitude Airway H68). Climb to 3,500ft MSL....				150deg	12.5nm	00+06
	En Route. To WOL NDB, 239.0				195deg	30.5nm	00+12
	To NWA NDB, 359.0				196deg	27.0nm	00+11
	To Fix 03 (Low Altitude Airway H20) Tune Nav1 to MER DME, 117.70. When DME reads 25nm commence a 400fpm descent to 1,200ft MSL. Waypoint reached when DME reads 10nm.....				181deg	111.6nm	00+46
	Approach. To Fix 04. On station passage turn left to 159deg. Commence a 400fpm descent to 700ft MSL. Slow to 95kts. Waypoint reached when ADF bearing to station reads 199deg (40deg right).....				159deg	4.7nm	00+03
	To runway. Turn right to runway Hdg 201deg. Visual approach to runway..... Land Merimbula Rwy 21. Length – 5,254ft. Width – 98ft. Surface – Asphalt.				201deg	5.0nm	00+03
Flight No:- 809-01-01	Missed approach. Climb straight ahead to 1,200ft MSL. Then turn left and fly direct to MER NDB and hold.						
	Arrival Airport Elev: 6ft		Estimated totals for this flight>>>			192nm	01+21

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Day one, afternoon – After a Lunch Stop at Merimbula we continue on to Flinders Island.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 21 – 14:30L	Init. Hdg: 177deg	Init. Alt: 3,500ft	Apt Elev: 7ft			
Merimbula (YMER), NSW, Australia To Flinders Island (YFLI), Tasmania, Australia	Departure. To MCO NDB, 338.0. After take off turn left Hdg 177deg. Climb to 3,500ft MSL. Fly direct to NDB.....				177deg	42.8nm	00+18
	Enroute. To FLI NDB, 338.0. On station passage MCO NDB turn right to the 194deg bearing OB. Climb to 4,500ft MSL. When signal fades maintain Hdg. Dead Reckoning until FLI NDB received. Five minutes after FLI NDB is received commence a 400fpm descent to 1.500ft MSL, slow to 120kts.....				194deg	170nm	01+08
	Approach. To runway. On station passage FLI NDB turn left to 160deg and fly heading for one minute, Commence a 400fpm descent to 800ft MSL. Turn left to 130deg and fly heading for one minute. Make a left 180deg turn to runway heading 310deg. The runway is almost impossible to see from a distance but there is a large red and white radio mast located to the left of the runway which will act as a visual guide to the airfield..... Land Flinders Isl. Rwy 32. Length – 5,642ft. Width – 98ft. Surface – Oil treated.				Final Hdg 310deg	8.6nm	00+05
Flight No:- 809-01-02	Arrival Airport Elev: 32ft		Estimated totals for this flight>>>			221nm	01+31

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Day Two – We leave about midday and head for Hobart, sometimes called ‘the jewel of the South’.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 32 – 12:00L	Init. Hdg: 130deg	Init. Alt: 3,500ft	Apt Elev: 32ft			
Flinders Island (YFLI), Tasmania, Australia To Hobart (YMHB), Tasmania, Australia	Departure. After take off make a left 180deg turn to Hdg 130deg and intercept the 157deg bearing OB from FLI NDB, 296.0. Climb to 3,500ft MSL.....				130deg	8.5nm	00+04
	Enroute. To STH NDB, 392.0				157deg	71.6nm	00+29
	To HB VOR/DME, 112.70. Climb to 4,500ft MSL. When DME reads 12nm commence a 400fpm descent to 2,500ft MSL.....				185deg	96.7nm	00+39
	Approach. To ISEC hb080. On station passage HB VOR turn left to Hdg 120deg. Commence a 400fpm descent to 1,500ft MSL. Slow to 120kts. Maintain Hdg until DME reads 8.0nm.....				120deg	8.0nm	00+04
	To runway. Make a right 45/180/45deg procedure turn and intercept the ILS, 109.90. Beware, this is a backcourse. Alternatively, fly a VOR approach..... Land Hobart Rwy 30. Length – 7,382ft. Width – 148ft. Surface – Asphalt.				300deg	13.7nm	00+08
Flight No:- 809-01-03	Arrival Airport Elev: 9ft			Estimated totals for this flight>>>		199nm	01+25

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Day Four – Now we go to Strahan, after a tour over some of Tasmania’s central wilderness.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 30 – 12:30L	Init. Hdg: 301deg	Init. Alt: 6500ft	Apt Elev: 9ft			
Hobart (YMHB), Tasmania, Australia To Strahan, (YSRN), Tasmania, Australia	Departure. To HB NDB, 362.0. Climb to 6,500ft MSL.....				301deg	2.6nm	00+01
	Enroute. To Salem ISEC. Low altitude airway W710. On station passage HB NDB, turn right and intercept the 303deg radial OB from HB VOR, 112.70. Continue climb to 6,500ft MSL. Tune Nav2 to LT VOR, 112.60 and set OBS to 051deg. Waypoint is reached when Nav1 DME reads 80nm and Nav2 needle centers.....				303deg	77.0nm	00+31
	To SRN NDB, 257.0. Tune Nav1 to LT VOR, 112.60. When DME reads 65nm Commence a 400fpm descent to 1,700ft MSL.....				236deg	47.5nm	00+19
	Approach. To runway. On station passage SRN NDB, turn left to 209deg. Commence a 400fpm descent to 1,000ft MSL. Fly Hdg for one minute. Turn left to 179deg and fly Hdg for two minutes. Make a left 180deg turn to runway Hdg 359deg for visual approach to runway..... Land Strahan Rwy 36. Length – 4,001ft. Width – 98ft. Surface – Asphalt.				Final Hdg 359deg	12.0nm	00+06
	Missed approach. Climb straight ahead to 1,700ft. Turn left and fly to SRN NDB. Repeat approach.						
Flight No:- 809-01-04	Arrival Airport Elev: 66ft		Estimated totals for this flight>>>			139nm	00+58

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Day Five – After a morning river cruise we move on to King Island.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 36 – 11:45L	Init. Hdg: 360deg	Init. Alt: 4500ft	Apt Elev: 66ft			
Strahan (YSRN), Tasmania, Australia To King Island (YKII), Tasmania, Australia	Departure. To WYY VOR, 115.80. After take off turn right to 003deg. Climb to 5,500ft MSL. Note. No DME at WYY VOR. Note time of passing station.....				003deg	72.4nm	00+30
	En Route. To Fix 02. After approx 32min. flying time commence a 400fpm descent to 1,500ft MSL. Slow to 120kts.....				298deg	79.9nm	00+32
	To Fix 03. Tune ADF to KII NDB, 332.0. Maintain Hdg until ADF bearing to station reads 279deg (19deg left). Waypoint reached at this point.....				298deg	18nm	00+09
	Approach. To runway. On station passage turn left to runway Hdg 283deg. Commence a 300fpm descent to 500ft MSL. Visual approach to runway..... Land King Island Rwy 28. Length – 5,193ft. Width – 98ft. Surface – Oil Treated.				283deg	10nm	00+07
	Missed approach. Climb straight ahead to 500ft MSL, then climbing left turn to 1,500ft MSL. Fly to KII NDB. Fly OB on Hdg 103deg for five minutes. Make a left 180deg turn to runway Hdg 283deg and repeat approach.						
Flight No:- 809-01-05	Arrival Airport Elev: 131ft		Estimated totals for this flight>>>			180nm	01+17

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Day Seven – Kangaroo Island beckons. It is home to colonies of fairy penguins, sea lions, wallabies, koalas and many more Australian creatures.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 28 – 08:30L	Init. Hdg: 283deg	Init. Alt: 4500ft	Apt Elev: 131ft			
King Island (YKII), Tasmania, Australia To Kingscote (YKSC), South Australia, Australia	Departure. To Fix 01. After take off maintain Rwy Hdg and intercept the 300deg bearing OB from KII NDB, 332.0. Climb to 4,500ft MSL.....				283deg	3.5nm	00+02
	En Route. To POD NDB, 212.0. Continue climb to 4,500ft MSL.....				300deg	143.0nm	00+58
	To MTG VOR, 117.00				306deg	46.9nm	00+20
	To LAKES ISEC Tune Nav1 to AD VOR, 116.40. Tune Nav2 to TBD VOR, 116.60. Set Nav2 OBS to 042deg. Waypoint reached when Nav1 DME reads 45nm and Nav2 needle centers.....				318deg	155.6nm	01+21
	Approach. To KSC NDB, 215.0. Set Nav1 OBS to 027deg. When needle approaches center commence a 400fpm descent to 1,500ft MSL.....				256deg	73.7nm	00+30
	To runway. On station passage turn right to 343deg and fly Hdg for one minute. Commence a 300fpm descent to 500ft MSL. Turn right to 013deg and fly Hdg for two minutes. Make a right 180deg turn to runway Hdg 193deg. Visual approach to runway..... Land Kingscote Rwy 19. Length – 4,609ft. Width – 98ft. Surface – Asphalt.				193deg	13.0nm	00+07
	Missed approach. Climb straight ahead to 500ft MSL, then climbing right turn to 1,500ft MSL. Fly to KSC NDB and repeat approach.						
Flight No:- 809-01-06	Arrival Airport Elev: 23		Estimated totals for this flight>>>			436nm	02+58

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Day Nine – Arrive in Ballarat at around lunchtime and return to the gold rush days.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy:19 – 09:30L	Init. Hdg: 065deg	Init. Alt: 5,500ft	Apt Elev: 22ft			
Kingscote (YKSC), South Australia, Australia To Ballarat (YBLT), Victoria, Australia	Departure. To Fix 02. After take off turn left to 065deg and intercept the 076deg bearing OB from KSC NDB, 215.0. Climb to 5,500ft MSL.....				065deg	10.5nm	00+05
	En Route. To Lakes ISEC. Tune Nav1 to AD VOR, 116.40. Set OBS to 319deg. Continue climb to 5,500ft MSL. Waypoint reached when needle centers.....				076deg	65.3nm	00+26
	To MTG VOR, 117.00. On station passage Lakes ISEC turn right to the 138deg radial OB from AD VOR. When DME reads 95nm Tune Nav1 to MTG VOR and fly direct to station.....				138deg	155.6nm	01+01
	To Fix 03. Note time of passing station. On station passage MTG VOR, turn left to the 079deg radial OB. After forty minutes flying time Tune Nav1 to ML VOR, 114.10 and track. Tune ADF to BLT NDB, 239.0. Waypoint reached when DME reads 73nm.....				079deg	120.0nm	00+47
	Approach. To runway. Commence a 500fpm descent to 2,500ft MSL. Track to BLT NDB until runway visual. CAUTION- Beware the substantial ridge on the approach to Rwy 5.... Land Ballarat Rwy 5. Length – 4,148ft. Width – 98ft. Surface – Asphalt.				051deg	25.5nm	00+13
	Missed approach. Climb straight ahead to 2,500ft MSL. Turn right and fly to BLT NDB. Continue OB on Hdg 231deg for two minutes. Make a right 45/180/45deg procedure turn to runway Hdg 051deg and repeat approach.						
Flight No:- 809-01-07	Arrival Airport Elev: 1,430ft		Estimated totals for this flight>>>			377nm	02+32

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Day Ten, morning - Arrive in time for a sumptuous lunch in wine country.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 5 – 10:30L	Init. Hdg: 50deg	Init. Alt: 5,500ft	Apt Elev: 1,430ft			
Ballarat (YBLT), Victoria, Australia To Corowa (YCOR), New South Wales, Australia	Departure. To MNG VOR, 113.20. After take off turn to Hdg 050deg. Climb initially at 900fpm to 5,500ft MSL.....				050deg	77.0nm	00+31
	En Route. To Fix 02. On station passage MNG VOR turn left to 035deg radial OB. Commence a 500fpm descent to 3,500ft MSL. Tune Nav2 to AY VOR, 115.60 and set OBS to 064deg. Waypoint reached when needle centers. DME should read 49nm.....				035deg	53.0nm	00+21
	Approach. To Fix 03. Track to COR NDB, 380.0. Commence a 400fpm descent to 1,200ft MSL. Maintain track until runway visible..... To runway. Turn right to runway Hdg 043deg for visual approach..... Land Corowa Rwy 5. Length – 5,991ft. Width – 148ft. Surface – Asphalt.				035deg 043deg	22.7nm 1.1nm	00+12 00+01
	Missed approach. Climb straight ahead to 1,200ft MSL. Turn right and fly to COR NDB. Continue OB on Hdg 223deg for two minutes. Make a right 45/180/45deg procedure turn to runway Hdg 043deg and repeat approach.						
Flight No. 809-01-08	Arrival Airport Elev: 465ft		Estimated totals for this flight>>>			154nm	01+05

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Day Ten, afternoon – Time for a fond farewell as we head back north to Sydney.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg)	Distance (Leg)	ETE(leg) HH+MM
	Dep. Rwy: 5 – 15:00L	Init. Hdg: 036deg	Init. Alt: 5,500ft	Apt Elev: 465ft			
Corowa (YCOR), New South Wales, Australia To Bankstown (YSBK), New South Wales, Australia	Departure. To WG VOR, 115.00. After take off turn slight left to 036deg. Climb to 5,500ft MSL.....				036deg	74.3nm	00+30
	En Route. To YAS NDB, 335.0..... To BIK VOR, 116.80.....				064deg 042deg	79.9nm 65.5nm	00+32 00+26
	Approach. To Fix 02. On station passage BIK VOR turn right to 053deg radial OB. Commence a 400fpm descent to 1,500ft MSL. Waypoint reached when DME reads 25nm.....				053deg	35.1nm	00+14
	To Fix 03. Maintain Hdg and commence a 400fpm descent to 1,000ft MSL. Tune Nav1 to SY VOR, 112.10. Set OBS to 094deg. Waypoint is reached when needle centers.....				052deg	8.3nm	00+05
	To runway. On station passage turn right to runway Hdg 111deg. Commence a 300fpm descent to 500ft MSL. Monitor track to BK NDB, 416.0 until runway visible then visual approach to runway..... Land Bankstown Rwy 11C. Length – 4,643. Width – 98ft. Surface – Asphalt.				111deg	5.0nm	00+03
Flight No. 809-01-09	Arrival Airport Elev: 26ft			Estimated totals for this flight>>>		268nm	01+50