

MFC0058 BWEP Southern Alaska SAK (PAVD-PAXK)

Return to Misty Moorings ("RTMM") has completed the BWEP add-on scenery which depicts the Alaska Pipeline: from Port of Valdez through to Prudhoe Bay (Deadhorse) which is located in northern Alaska.

RTMM's scenery project: "Blue Wave Energy Partners" (BWEP) pipeline project attempts, as much as possible, to replicate the characteristics and overall challenges facing a crude oil delivery platform similar to the that of the actual Trans-Alaska Pipeline.

This pipeline exploration segment will commence at Valdez (PAVD) and will firstly take you around the Port of Valdez before heading northward to Paxson (PAXK). The routing in this initial BWEP exploration will also explore some new associated RTMM side trips as well as the BWEP pipeline dispatches.

Aircraft: Low and slow single engine prop (non-turbo) fixed wing: DHC-2 Beaver, Maule M7, C185, C206, c207 etc, PA-18 Super Cub, and if running in winter season perhaps you might want to add ski-wheel or tundra wheels. These make great aircraft to use in this exploration tour. There are BWEP liveries on the RTMM BWEP page, (RTMM's Klaus Tröppner has also created some great BWEP repaints for these designated aircraft). (Expect I'll run the C185 in this trip but feel free to use the aircraft of your choice). The idea here is to run as low and slow as possible to be able to see the various scenery locations and to be able to follow the "pipes".

For the helo pilots - specifically helicopters operated by the BWEP: refer to Klaus Tröppner's Helicopter repaints: These include BWEP liveries of the following models that you can fly in this tour: Erickson S64, Bell212, Bell412, AS332, Bell 206, Bell 222 or the MD530.

Hope you enjoy the trip following the pipes and visiting most of the RTMM/BWEP poi's in this rugged area.

Tour Flight Leg Rating Conditions: "6A0"

6=Max landing rate is -600fpm,

A=Autopilot and/or GPS use permitted: (but not recommended).

0= # of Stop-overs in the flight leg* IE: 0-stops but optional stops if you want.

The Tour download for this excursion is available in the Tour downloads section which contains the all the tour details, scenery requirements, stop-over locations, flight plans, sky vector map links as well as the award for completion so make sure you obtain the tour download for all of the tour specifics.



ABOUT THE TRANS-ALASKA PIPELINE (HISTORY-BACKGROUND)

In 1968, the largest oil strike in U.S. was discovered underneath Prudhoe Bay. Construction of the Trans-Alaskan Pipeline began in 1975, and the first oil left Prudhoe Bay on June 20, 1977. The pipeline runs 789 miles from Prudhoe Bay in the north to the port of Valdez in the south. It carries an average 1.8 million barrels of oils a day. Valdez is the northern most ice-free harbor in the U.S. When the oil reaches the marine terminal at Valdez it is transferred to waiting oil tankers.

The pipeline was built by the Alyeska Pipeline Service Company which was made up of a group of seven oil companies. In areas where there was stable rock and soil, the pipeline was buried. In the unstable areas of permafrost, the pipeline remains above ground. It is insulated and supported by 78,000 supports, located 60 feet apart. The pipeline is built in a flexible zigzag pattern. There are more than 800 river and stream crossings, and the pipeline passes through three mountain ranges. It has been called one of man's greatest engineering feats and remains essential to Alaska's economy and central to the state's industry.

ABOUT THE TRANS-ALASKA PIPELINE (HISTORY-BACKGROUND)

Reference Links: (from RTMM BWEP Page):

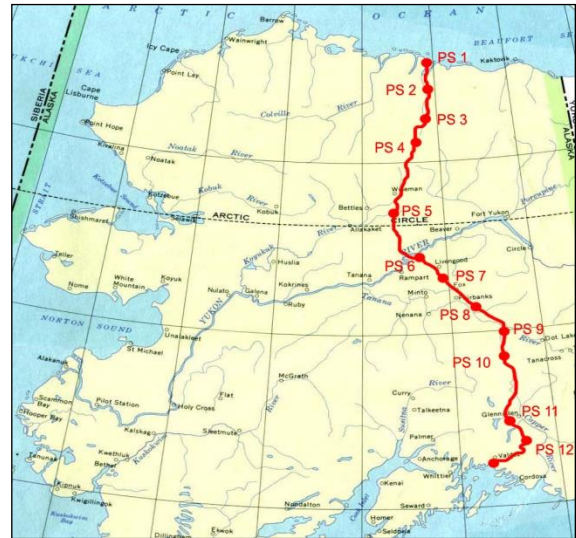
- [What is TAPS](#)
- [Alyeska](#)
- [Alaska Gas Pipeline - Wikipedia](#)
- [The Trans-Alaska Pipeline](#)
- [Alaska Pipeline Pictures \(Photo Bucket\)](#)
- [Alaska Pipeline Commercial Photos](#)



Other Links:

- <https://www.alaskacenters.gov/the-alyeska-pipeline.cfm>
- <https://www.youtube.com/watch?v=WmO6loYsm4Q> (Short you-tube video on the Trans-Alaska Pipeline)

ROUTE MAP OF THE TRANS-ALASKA PIPELINE



Blue Wave Energy Partners

THE RTMM BLUE WAVE ENERGY PARTNERS (BWEP) PIPELINE PROJECT

This RTMM scenery project (BWEP) is based on the real Alaska pipeline. Summer of 2016 found RTMM's Brad Allen, on his Alaska trip and he attended many of the pipeline locations and as a result the RTMM BWEP Scenery project was created.



(Please view RTMM BWEP page for Larger images: <http://return.mistymoorings.com/bwep/>)

THE RTMM BLUE WAVE ENERGY PARTNERS (BWEP) PIPELINE PROJECT

Return to Misty Moorings ("RTMM") presents..

.. The Blue Wave Energy Partners (BWEP) Pipeline. This pipeline project from RTMM is a virtual replica of the Trans-Alaska pipeline which is an 800-mile-long, 48-inch-diameter crude oil pipeline that is elevated above the ground for 420 miles of its length and buried for the other 380 miles. Eleven pumping stations were built to move crude oil through the pipeline; four of them are now on standby. There are more than 800 river and stream crossings and at each of those crossings, the pipe either bridges the waterways or is buried below them. At 13 locations, special bridges were built.

For the 420 miles that the pipeline is above ground, it is supported on vertical support members (VSMs), located about every 60 feet. Valves are strategically placed along the pipeline to permit isolation of sections of the pipeline and minimize the volume of potential spills. The actual pipeline transports crude oil produced in several oil fields on Alaska's North Slope. The largest of these is Prudhoe Bay; other fields include Kuparuk, Endicott, Milne Point, Pt. McIntyre, and most recently, Alpine. The pipeline system was built in 1974 - 1977 and has moved over 13 billion barrels of crude oil. The peak daily throughput of 2.03 million barrels per day was reached in 1988. The current rate is approximately 1 million barrels per day (2001).

The RTMM "Blue Wave Energy Partners" pipeline project attempts, as much as possible, to replicate the characteristics and overall challenges facing a crude oil delivery platform similar to the actual Trans-Alaska Pipeline. By striking a perceptive balance between reality and arm-chair pilot, we can attempt to highlight the rugged Alaskan Frontier alongside an engineering marvel that the real world Trans-Alaska Pipeline is. However, this project is in no way an exact replica of the Trans-Alaska Pipeline.

THE RTMM BLUE WAVE ENERGY PARTNERS (BWEP) PIPELINE PROJECT

It's not supposed to be anything but a fictional creation based on the real-world project. It won't follow the exact same course precisely and will not represent the correct layout design of the real pipeline. While the BWEP pipeline meanders along a similar path, it only uses the real-world pipeline as a guideline, not a rule! This is a fictitious design representation and while it is based on the real world counterpart, it's just a unique pipeline of its own design that only takes inspiration from the real world edition.

Again. It's not an exact duplication of the real world TAPS. Please try to keep that in mind. This allows RTMM to take any liberties we choose with the route, layout, creation, placement of objects or any part therein to make it work for where it fits inside the current simulation platforms. This goes for both simulations our users currently have with Microsoft Flight Simulator X and Lockheed/Martin Prepar3d.

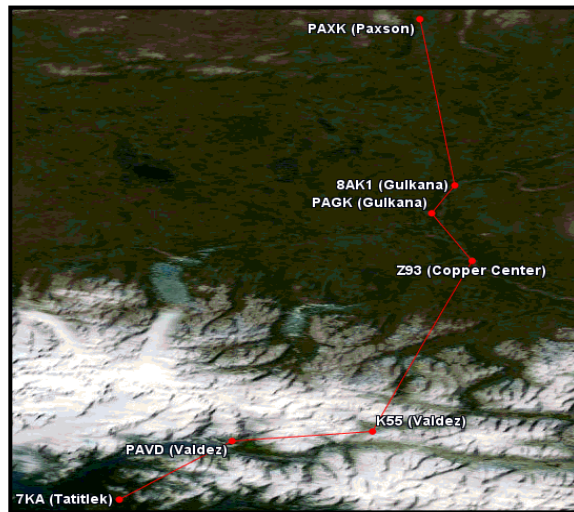
THE RTMM BLUE WAVE ENERGY PARTNERS (BWEP) PIPELINE PROJECT – PROMOTIONAL VIDEOS BY ROBERT POMERLAU



1. [BWEP Intro v2](#)
2. [BWEP More Than Pipe...](#)
3. [Launch BWEP](#)
4. [Valdez Pioneer Field \(PAVD\) \(FTX-ORBX\) and Port of Valdez](#)

MISTY FLYING CLUB – MFC0058 BWEP SOUTHERN ALASKA SAK (PAVD-PAXK): THE ROUTE:

Excursion Route Map: MFC0058 BWEP Southern Alaska SAK (PAVD-PAXK)

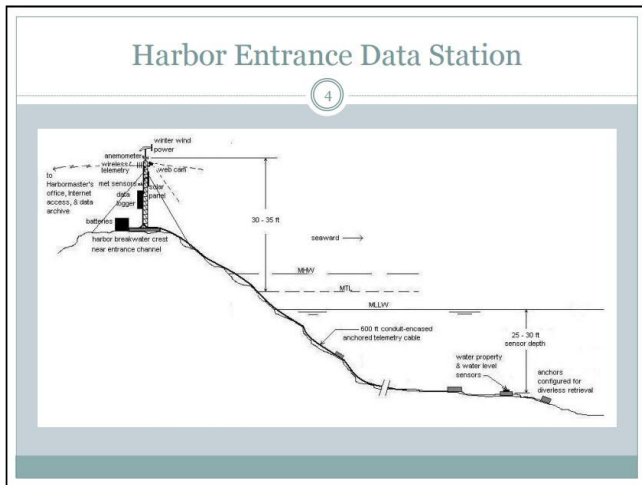


There are 11 very interesting and scenic flight legs to this first BWEP exploration tour and we start off at Valdez Pioneer Field (PAVD). Upon take off in the first flight leg of this trip, the views are spectacular and indeed something to be explored and enjoyed as we head westward right into the harbor: The Port of Valdez.

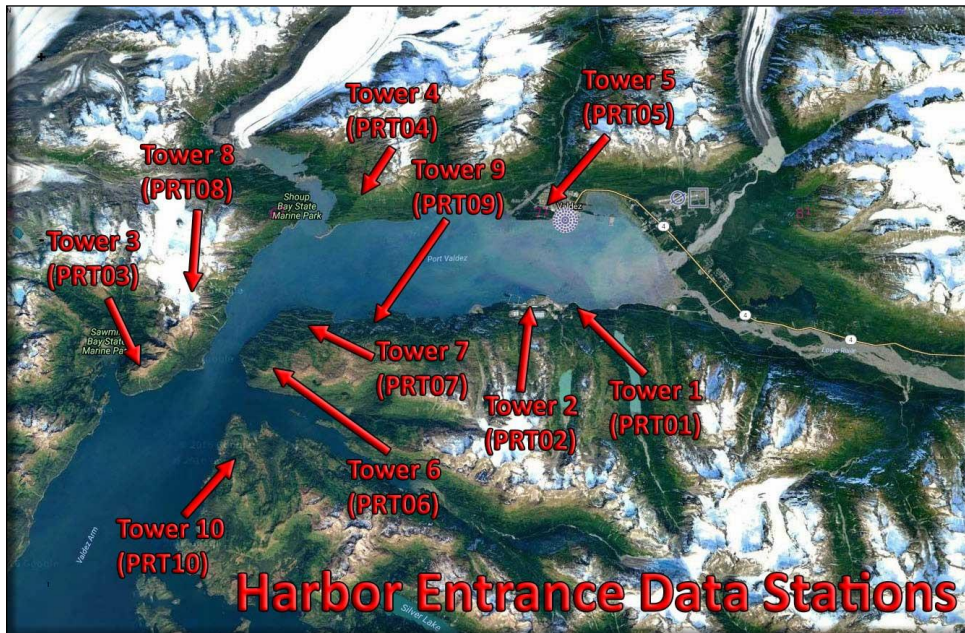
THE PORT OF VALDEZ – HARBOR AREA

The first two flight legs will take you along both the north then the south shores of the Port of Valdez. Once you take off from Valdez Pioneer, head westward and you're right into the Port of Valdez Harbor. The harbor has its own unique scenery including the Port, Observation towers, Harbor Entrance Data Stations, Refineries and ships. The Port of Valdez harbor area is a huge BWEP scenery project in itself and these first two flight legs will fully explore it but please note some of the towers are at higher elevations so you will need reach the altitude to view these towers.

Referring to the RTMM BWEP page: (<http://return.mistymoorings.com/bwep/#towers>)



For Shipping Traffic Safety, multiple "Harbor Entrance Data Stations" have been placed strategically around Valdez harbor to help monitor and direct shipping traffic. RTMM's rendition displays ten of these data stations in their actual position around the harbor. These are land-able only by Helicopter but can be clearly seen and explored with a "low/slow" fly-over in a fixed wing aircraft.



Following the first two Harbor exploration flight legs, we will head north to a brand new RTMM location: "Klutina Outfitters Lodge" then will return to Valdez before starting to explore the actual pipeline route and other points along its path. So this is a scenery exploration excursion: a very interesting, comprehensive and enjoyable trip but some legs are definitely a challenge especially if real time and world weather conditions are used.

MISTY FLYING CLUB – MFC0058 BWEP SOUTHERN ALASKA SAK (PAVD-PAXK): TOUR CONDITIONS

Conditions/Restrictions to successfully complete this VA Exploration:

All landings, including stop-overs, must not exceed a landing rate of greater than **-600fpm**. In this excursion there are one or two stop-overs in each of the flight legs. Remember all stop-over landings as well as the final destination landing all must be -600 fpm or under!!

Have an eye on your other operational practices and try to adhere to the aircraft tolerances of the aircraft you are flying: IE over-speed conditions, over speed flaps/gear use etc. as they can cause major damage to the aircraft. Enjoy the trip in this area!

MISTY FLYING CLUB – MFC0058 BWEP SOUTHERN ALASKA SAK (PAVD-PAXK): FLIGHT LEG DETAILS:

| Leg: | Departure Airport Name/ ICAO | Stop-over Locations/ ICAO | Destination Airport Name/ICAO | Airline ID | Flight # (*): | Aircraft ICAO | Distance | Alt-(VFR Rules) |
|------|---|--|--|------------|--|---------------|-----------------------|--|
| # | Departure Autopilot NOT recommended Land Moorings | * All stop-over landing rates, where applicable, are accepted to a max of -600fpm. Land Moorings | * All destination landing Rates are accepted to a max of -600fpm. Land Moorings | MFC | (*) Tour Legs generated bids from Tour Centre For single legs use flight # as listed below in KACars: MFCxxxxxx | NC185MM | (Nautical Miles) (nm) | (ALT Feet) (But you can fly much lower most of the time) |
| 1 | Valdez Pioneer (PAVD) | Direct – No Stopovers (BWEP-Port of Valdez: North Shore) | Tatitlek (7KA) | MFC | T00766-6A0 | C185 | 29.9 | 3500 |
| 2 | Tatitlek (7KA) | Direct – No Stopovers (BWEP: Port of Valdez: South Shore) | Valdez Pioneer (PAVD) | MFC | T00767-6A0 | C185 | 35.2 | 2500 |
| 3 | Valdez Pioneer (PAVD) | Direct – No Stopovers (West Route) | Klutina Outfitters (PF56) (SAVE POSITION) | MFC | T00768-6A0 | C185 | 52.3 | 5500 |
| 4 | Klutina Outfitters (PF56) | Direct – No Stopovers (East Route) | Valdez Pioneer (PAVD) | MFC | T00769-6A0 | C185 | 50.3 | 6500 |
| 5 | Valdez Pioneer (PAVD) | Direct-No Stopovers-Follow Pipeline (View Dispatch P001M-Pipe Breach) (View Dispatch P002E Med. Emergency) | Thompson Pass (K55) | MFC | T00770-6A0 | C185 | 24.5 | 7500 |
| 6 | Thompson Pass (K55) | (View Dispatch P003M-Pipe Breach) STOP-OVER at Dispatch location P004S (View Dispatch P005S-Jackson's Lake Dockage at south end of Pippen Lake) (View Dispatch P006E-Fire near the BWEP Pipeline) | Copper Center Nr2 (Z93) | MFC | T00771-6A1 | C185 | 62.3 | 7500 |
| 7 | Copper Center Nr2 (Z93) | STOP-OVER at Brenwicks (3Z5) (View Dispatch P007S-Observe Bridge Maintenance Crew) | Gulkana (PAGK) | MFC | T00772-6A1 | C185 | 21.1 | 2500 |
| 8 | Gulkana (PAGK) | STOP-OVER at Crosswind Lake (1AK2) (North Route) | Lake Louise (Z55) (SAVE POSITION) (Find Lake Louise Lodge) | MFC | T00773-6A1 | C185 | 41.7 | 2500 |

Misty Flying Club – MFC0058 BWEP Southern Alaska SAK (PAVD-PAXK)

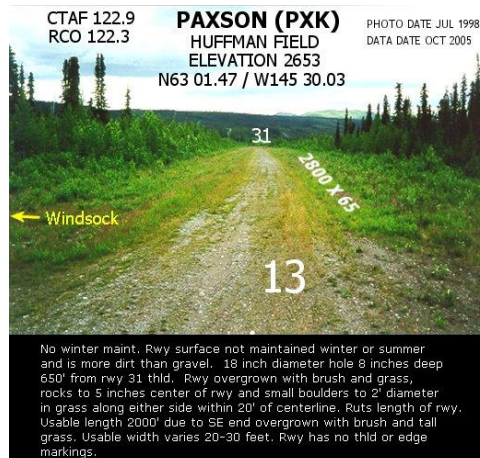
| | | | | | | | | |
|-----------------------|-------------------|--|----------------|-----|------------|------|------|------|
| 9 | Lake Louise (Z55) | STOP-OVER at Tazlina (Z14) (Return to Gulkana via South Route) Hwy108) | Gulkana (PAGK) | MFC | T00774-6A1 | C185 | 45.1 | 3500 |
| 10 | Gulkana (PAGK) | STOP-OVER at Jacobus Field (8AK1) (View Dispatch P010M-II Leak at Pump Station tank just south of PAXK) | Paxson (PAXK) | MFC | T00775-6A1 | C185 | 65.2 | 4500 |
| Total Miles: 427.6 nm | | | | | | | | |



Overlooking Valdez



Paxson Airport





RTMM Scenery Website: <http://return.mistymoorings.com/>

Misty Flying Club: <http://www.mistymooringsflyingclub.com/>

Discord App (Comms): <https://discordapp.com/developers>

MFC Discord Server* (Comms): <https://discord.gg/Q4Tm872>

JoinFS (Multi-Sim Client): <https://pmem.uk/joinfs/>

JoinFS Server*: aviator.digitalthemepark.com

FSCloud (Multi-Sim Client): <http://www.fscloud.net/>

Credits:

RTMM Team – RTMM Website, Scenery Design and Enhancements

MFC VA Website creator: Henry Kirk MFC0001

MFC VA Flight Systems/Tour Design & Builds: Norm Richards MFC0002/January 2021

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